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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. & CO.

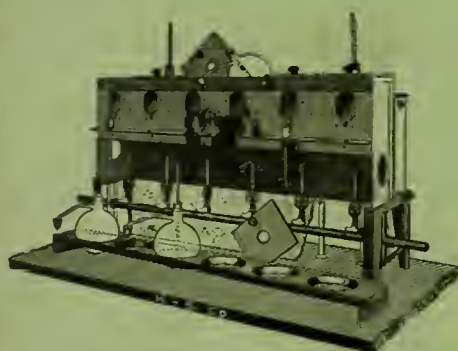
Vol. XXIX.

CHICAGO, ILLINOIS, APRIL 15, 1911.

No. 10.

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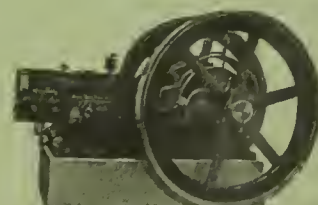
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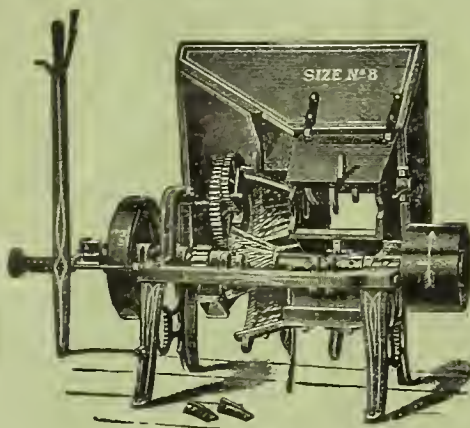
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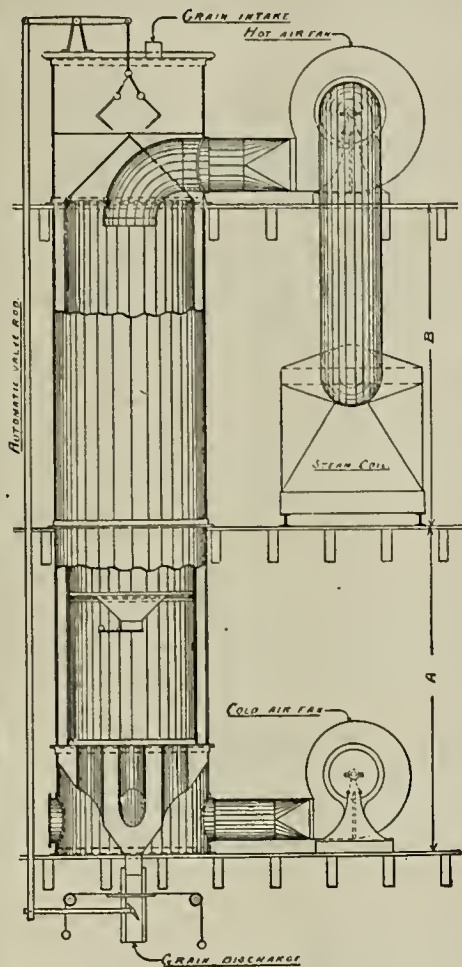
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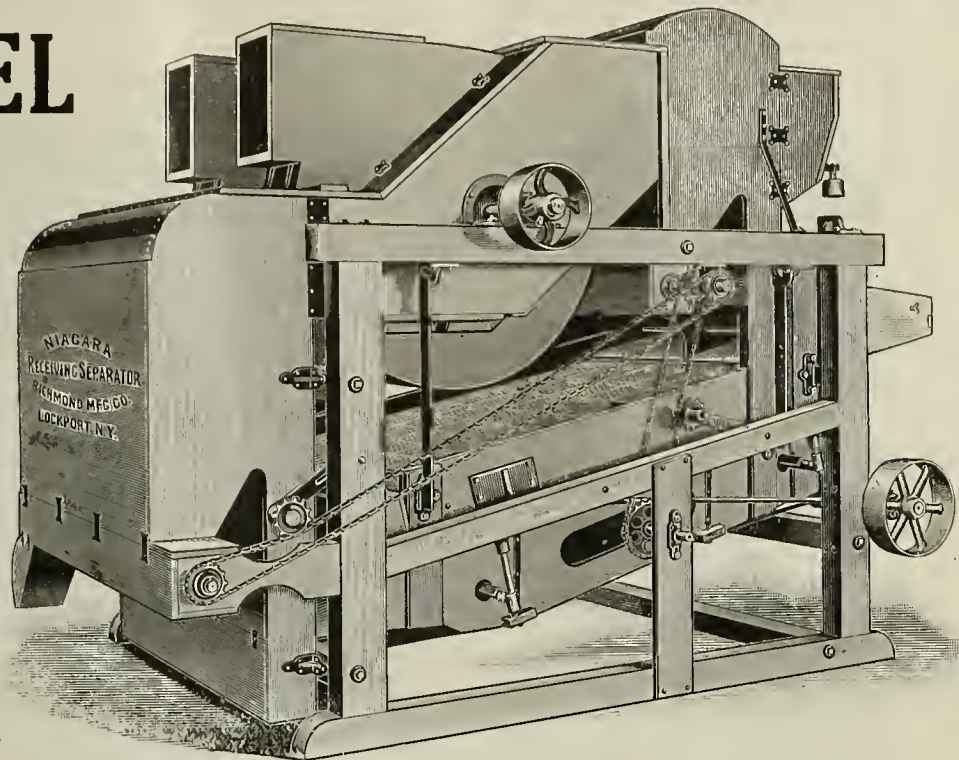
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Built for any capacity.

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Hundreds in daily use.



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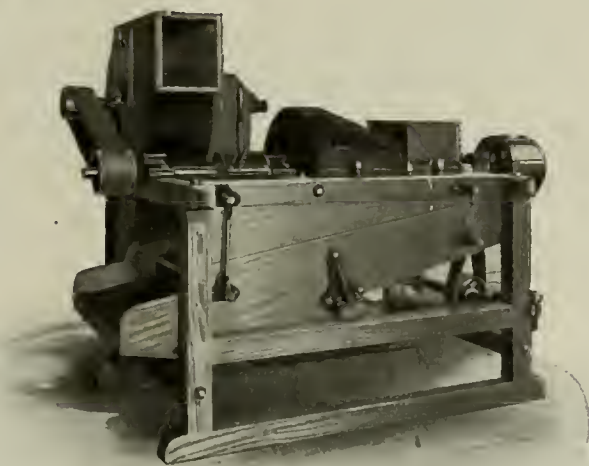
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Built of steel, wood, or wood covered with steel, in capacities from 30 to 4000 bushels per hour.

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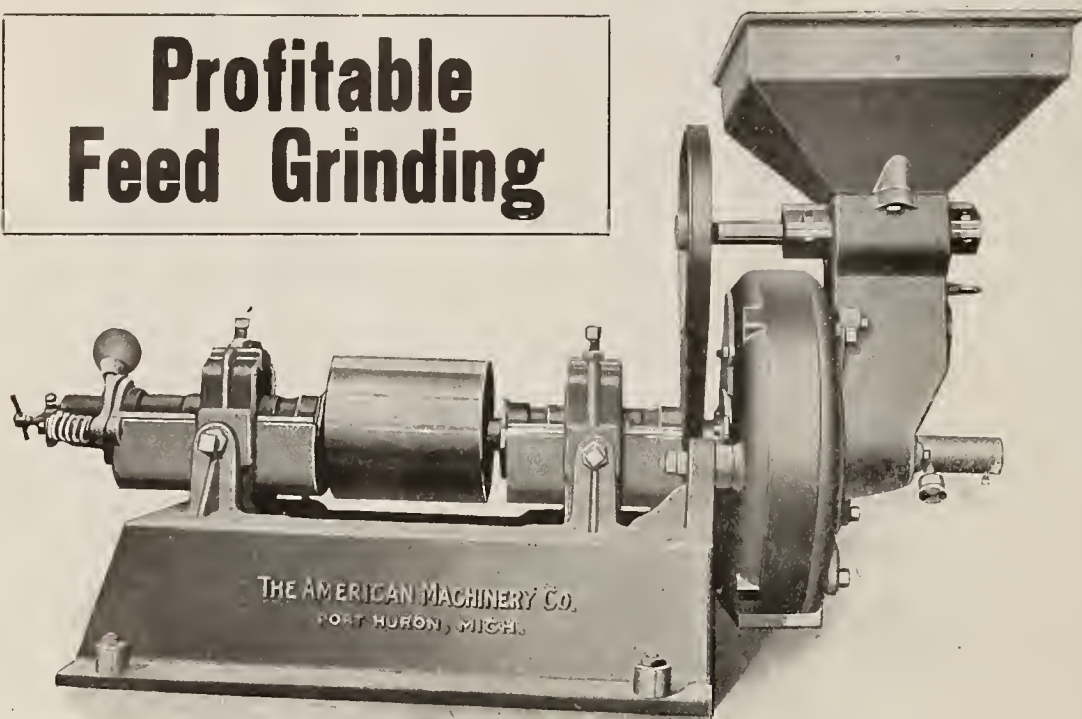


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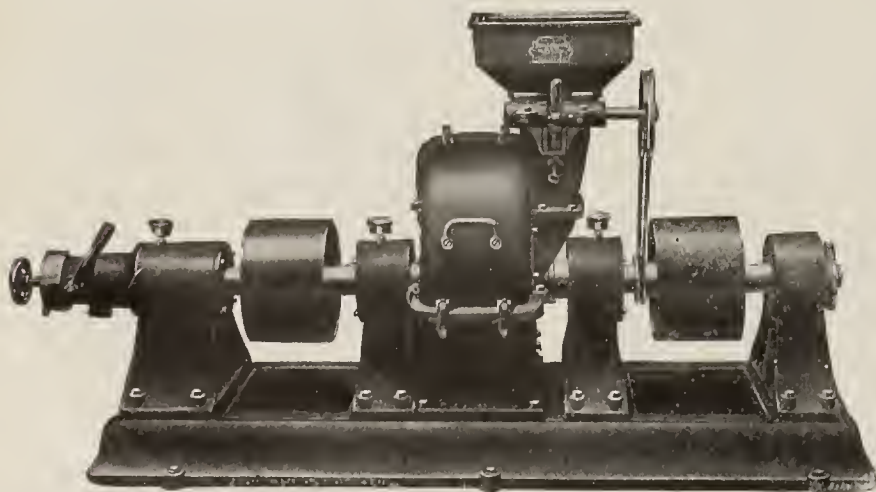
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Feed Grinding is Profitable

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The Monarch Ball Bearing Attrition Mill

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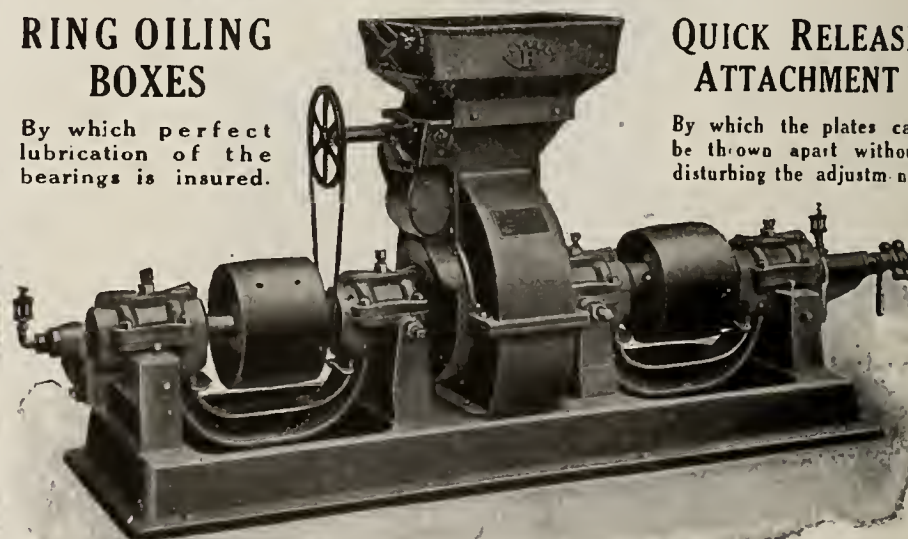
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By which the grain is easily conveyed to the grinding plates, making a positive and noiseless feed.

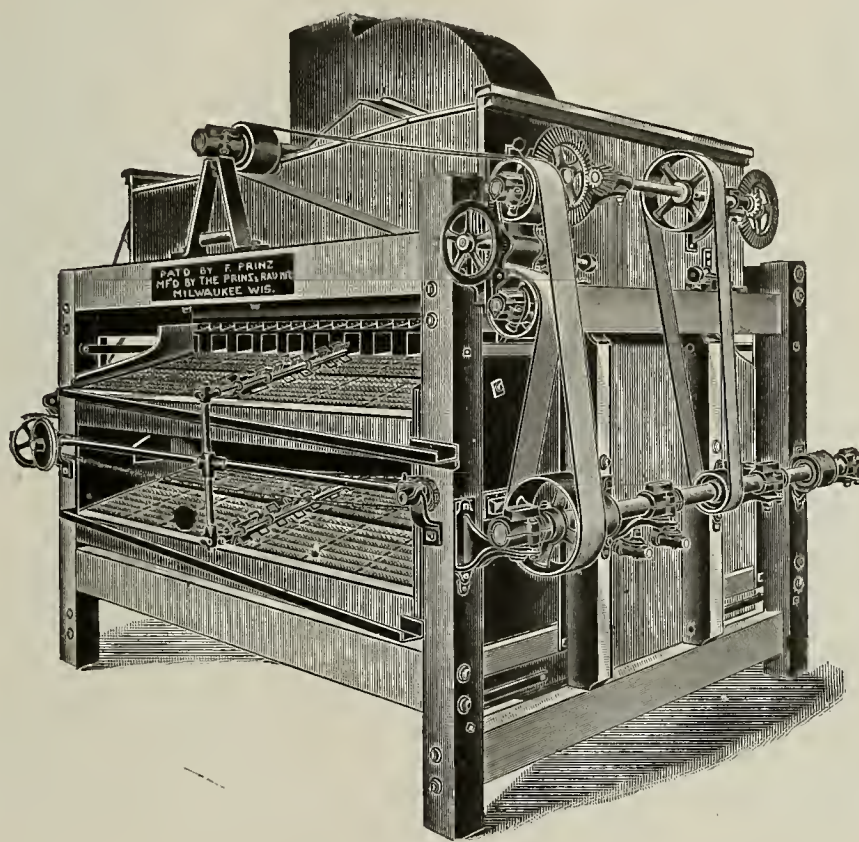
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It is practically a combination of two machines in one, as two grades of grain can be treated on it independently at the same time

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NO LOST SURFACE—Automatic gate spreads grain entire width of each sieve.

FULL SIEVE CAPACITY—Patented steel cleaner working on top of sieves keeps them constantly clean.

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THE PROVEN SHIELD FOR IRON AND STEEL. INERT PIGMENTS, GOOD COVERING CAPACITY, DURABILITY RECORDS IN ALL CLIMATES. Write for Booklet 17-B.
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Show the value of any number of bushels or pounds of WHEAT, RYE, OATS, CORN OR BARLEY at any given price from 10 cents to \$2.00 per bushel. One of the most useful books ever offered to millers. Indorsed by prominent millers and grain dealers. Bound in cloth, 200 pages. Mailed on receipt of price.

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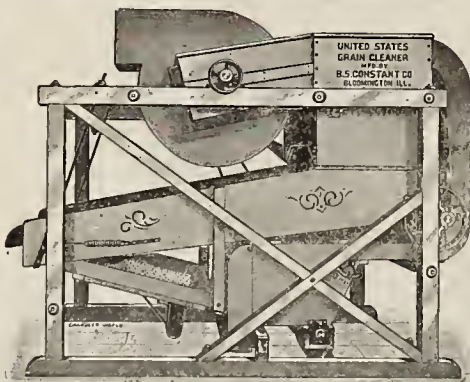
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The U. S. Grain Cleaner

For Corn and Oats

Will clean wheat when a wheat screen is provided.

New Tossing Movement and Device which turns the cobs and shucks over and saves all the corn, also the screenings.

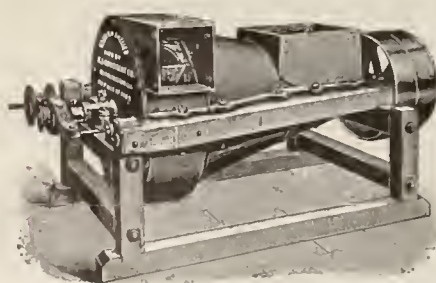


Notice that the cleaned grain leaves the Cleaner under the center, making it very convenient to spout in any direction.

Easily and cheaply installed. Simply spout the corn and cob to the Cleaner and the automatic spreader takes care of it.

No Bracing necessary. Bolt it to the floor and Block against the pull of the Belt.

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Our No. 1 and 2 on a wood frame with separate fan and Lock Wheel Adjustment always gives

Entire Satisfaction.

It saves time any money when installed or repaired.

Write us before buying.

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You Lose Every Time

you use scales that are inaccurate. You rob yourself or cheat a customer—a losing proposition in either case.

Fairbanks Automatic Scales

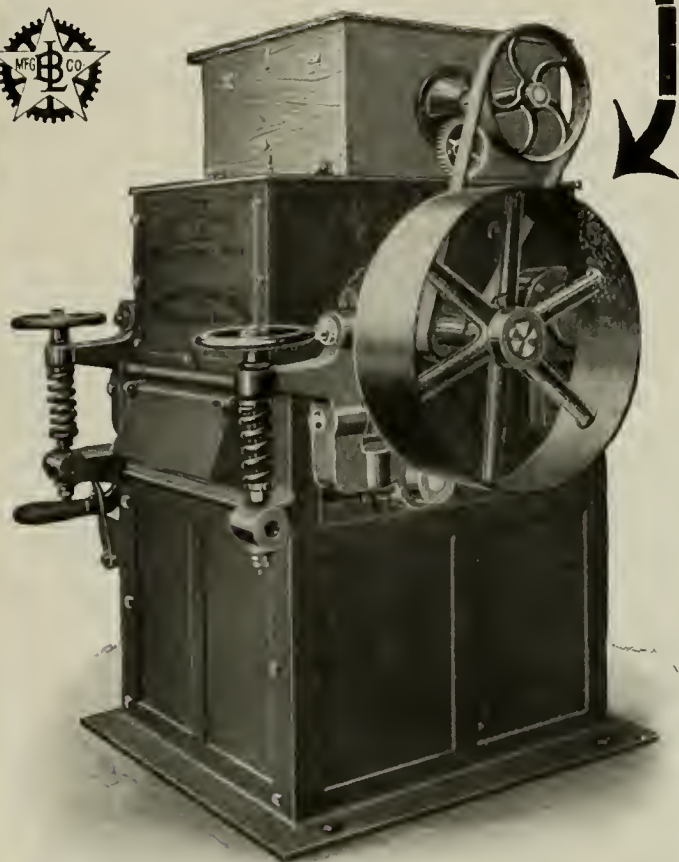
respond fully to the demand for accuracy, simplicity, efficiency and durability. Trashy grain will not clog them. All in plain sight above the floor. Has less mechanism and will do more than any other.

Write for Catalog No. 544AW.

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Barnard's Ball Bearing Barley and Malt Mill

The Lightest Running Mill of its Class on the Market

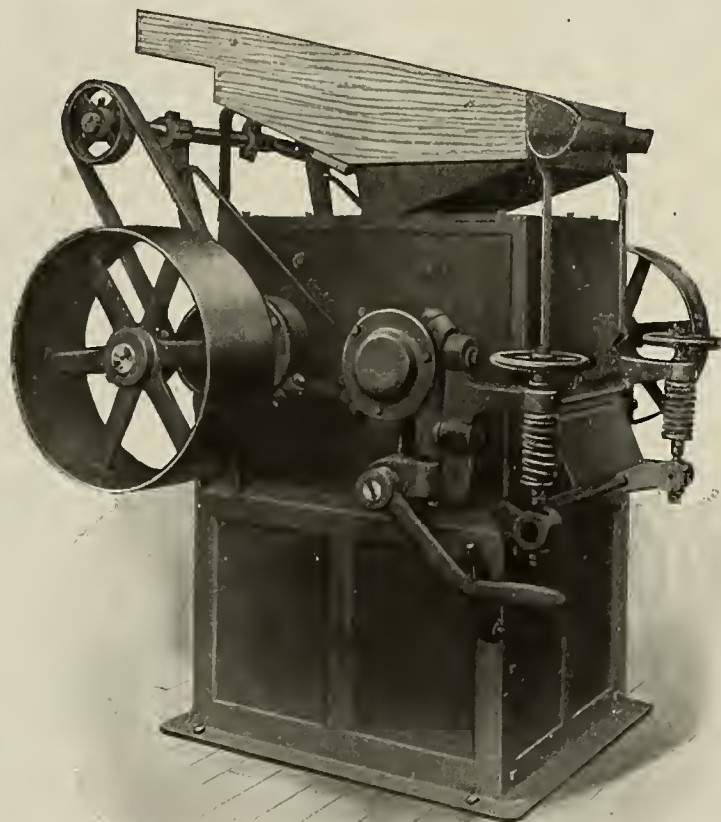
Will save over 50% of the power required by babbitted mills of the same class.

Is especially suited for rolling steamed barley, oats or wheat, or for grinding and crushing malt and other cereals.

For crushing barley for feeding purposes it has no equal.

It is fully described and illustrated in our latest circular.

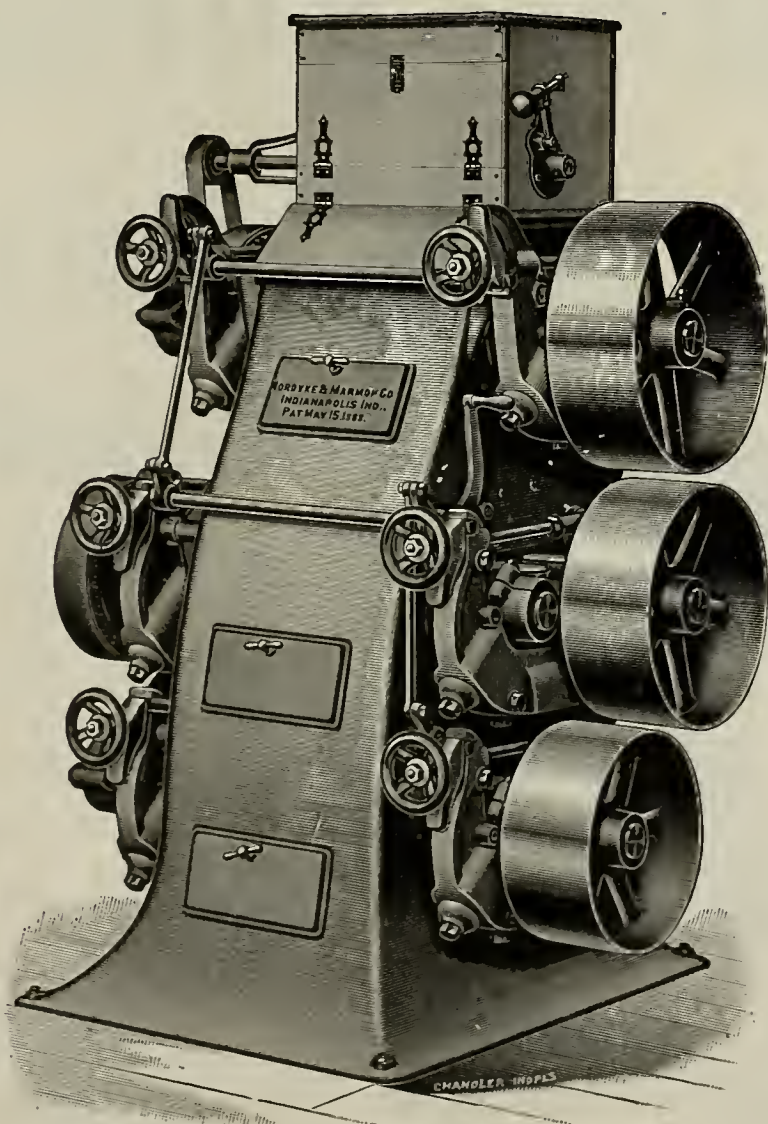
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THREE-PAIR-HIGH SIX-ROLLER MILL

The most substantial, most economical in cost of maintenance. Has great capacity and requires comparatively small power. The only Six-Roller Mill with drive belts properly arranged to place the belt strain on bottom of bearings, where it belongs. It is not the cheapest mill in first cost, but it is by long odds the cheapest in the long run. It is without question the best roller feed mill on the market. Feed grinding pays best when you have a mill which will do perfectly any kind of grinding required and stand up under hard work without breakages and delays.

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America's Leading Flour Mill Builders

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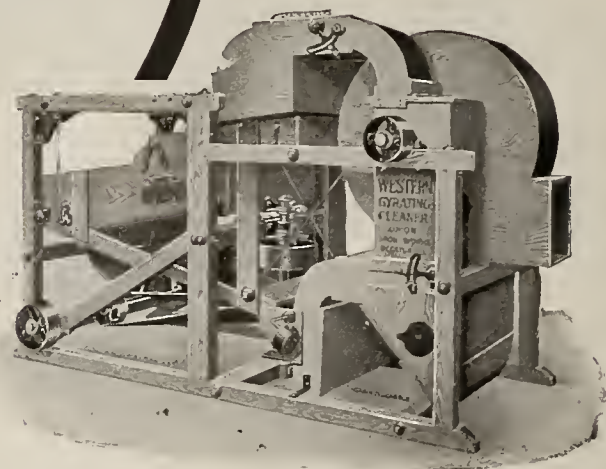
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play an important part in the hundreds of elevators throughout the corn growing sections. They are acknowledged leaders; the product of over forty years' experience.

WESTERN Equipment for Elevators

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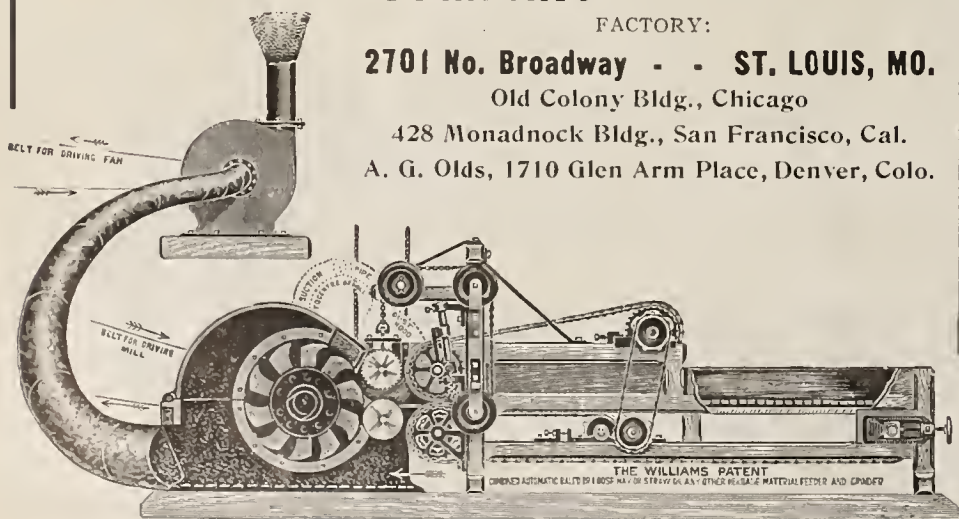
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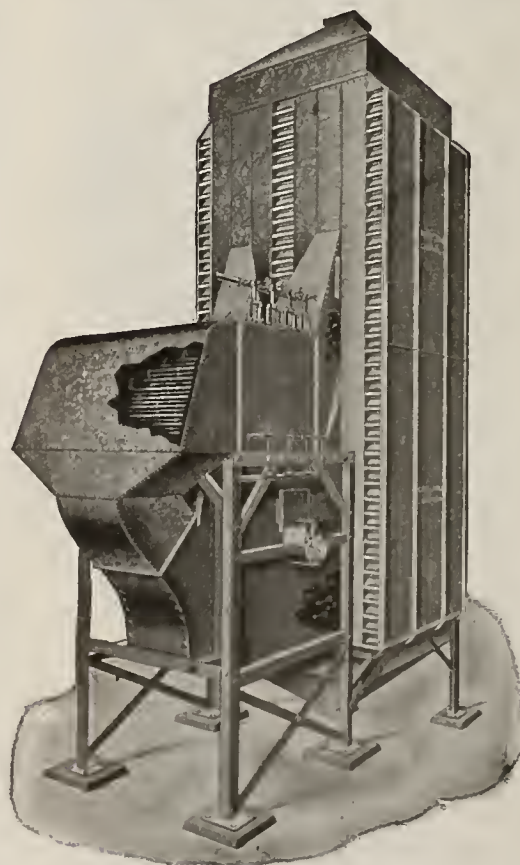
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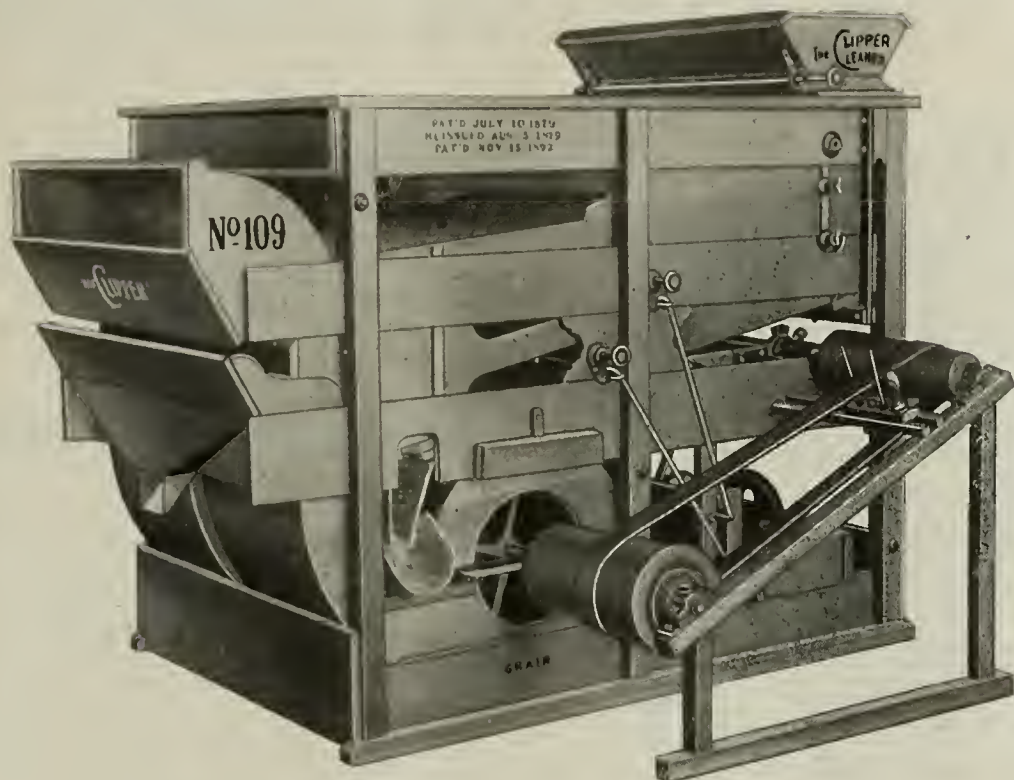
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The Car-load a Day size.

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Our line of Clipper Seed and Grain Cleaners will give equally good satisfaction in cleaning clover, timothy, alsike, alfalfa, flax, millet, cane, kaffir corn, wheat, oats or any other kind of seed or grain.

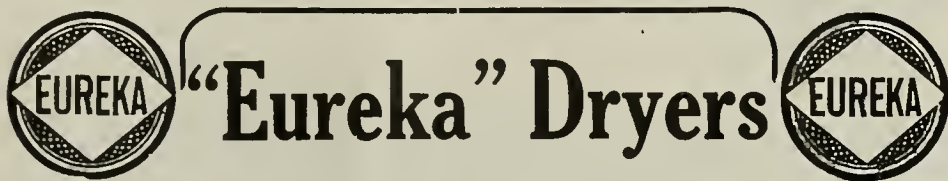
The Clipper has two strong combination features: Traveling Brushes on the screens and Special Air Controller. The first keeps the screen perforations and meshes clear all the time and the second regulates the Vertical Blast to exactly meet the requirements of the stock you are cleaning.

We have an endless variety of perforated zinc screens, also of the best grade of woven wire screens in square and oblong meshes.

All of our machines are well made with close fitting joints. They can be changed from grain to seed by simply changing the screens and regulating the vertical blast.

Easily installed and simple to operate, they always give satisfaction
Write for catalog and prices.

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**IN EVERY CASE EXCEED
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Consequently a user can handle corn containing any amount of moisture, without reducing the capacity.

READ WHAT A USER SAYS, AFTER ONE SEASON'S WORK:

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Gentlemen:—We used the Corn Dryer on about thirty cars last Fall and found that you had more than exceeded your guarantee. We have no figures to give you as we had no Moisture Tester, but we dried 160 bushels of Green Corn per hour, with 30 pounds of steam, and put it in condition for carrying four weeks to New England.

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Very truly,
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"Eureka" Dryers are guaranteed to give Perfect Satisfaction
Investigate Them

THE S. HOWES COMPANY

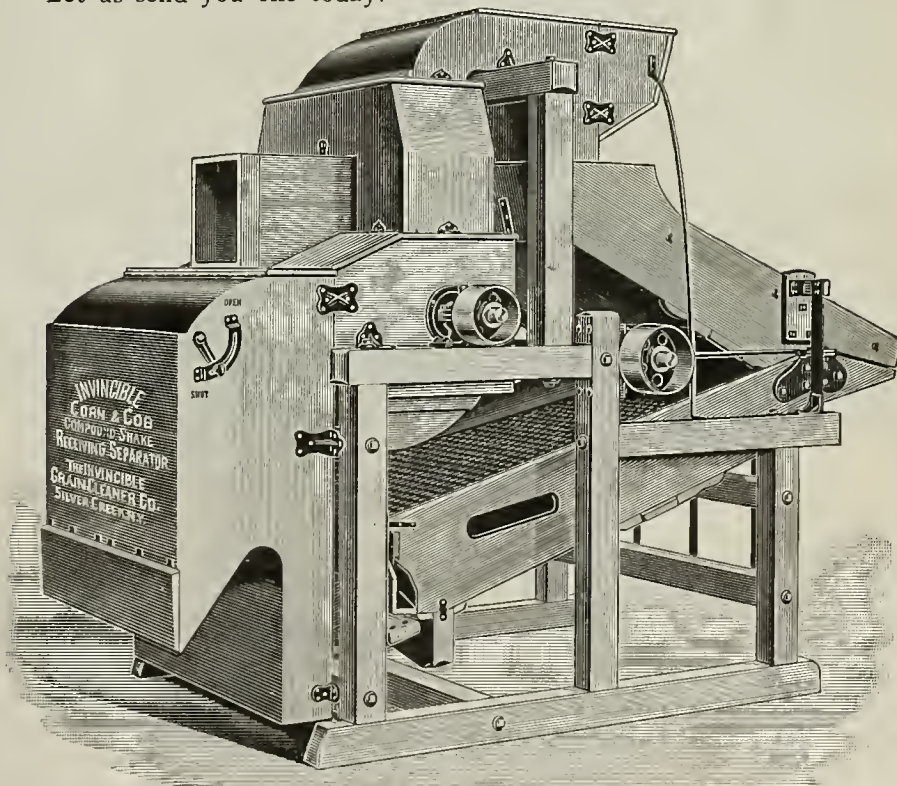
"Eureka Works," Silver Creek, N. Y.

ESTABLISHED 1856



More of the INVINCIBLE Corn and Cob Separators

are being sold and used today than all others combined—
There is but one reason for it—they do the work better than others.
Let us send you one today.



INVINCIBLE GRAIN CLEANER COMPANY

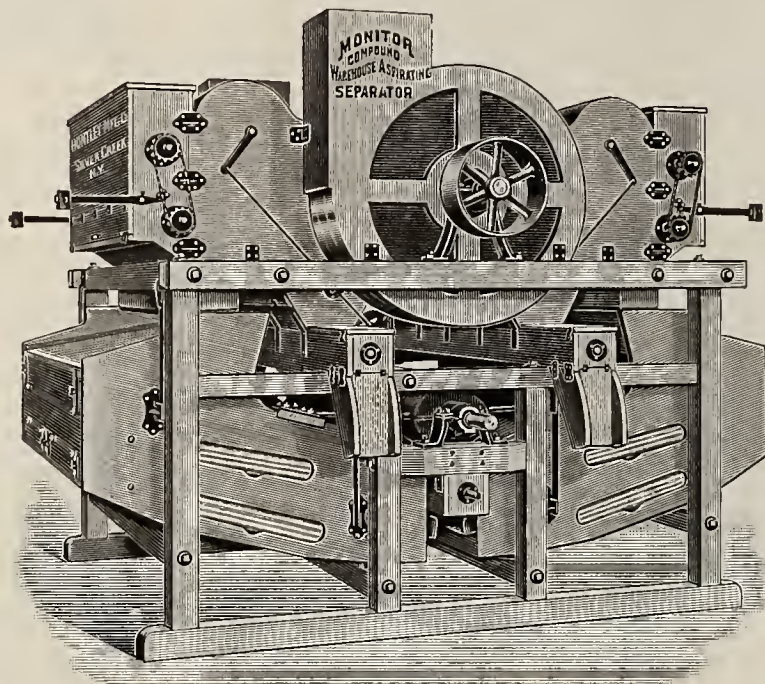
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MONITOR

"TWO-IN-ONE" GRAIN CLEANER



**A BIG SAVING
IN POWER**

**A BIG SAVING
IN FLOOR SPACE**

THE LARGEST CAPACITY CLEANER

Capacity is what we aimed for in designing this new "Two-In-One" elevator cleaner. We have maintained exceptionally capable cleaning qualities and also obtained enormous capacity for this machine. Elevator and grain men should investigate our claim for this new model Monitor. We are in a position to guarantee superior work with a wonderful saving in floor space, power, operating and maintaining expenses. This machine is quite unlike any other cleaner offered the handler of grain—our illustrated descriptions will interest you.

ITS NEW FEATURES

IT IS VIRTUALLY TWO MACHINES IN ONE

Each side of machine operates independently of the other.

IT IS A TWO FAN MACHINE

The air separations are acted upon and governed by Monitor Internal Compensating Air Regulators—a patented feature. These insure a wide range of air cleaning results with the closest possible regulation.

IT HAS THREE SCREEN SEPARATIONS

Each side of machine has a complete unit of screens. These perform three repeated operations. Automatic sieve cleaners may be attached when desired.

SHOES HAVE OPPOSED COUNTERBALANCED DRIVE

The weight of the two shoes is identical, thus securing exceptionally smooth running and insuring perfect operation.

ECCENTRICS HAVE AUTOMATIC DISC OILERS

The entire driving parts are housed in a heavy iron reservoir dust proof, and having removable hood. These contain Monitor automatic disc oilers—the only automatic oiling device of its kind in use.

MAIN BEARINGS ARE OF SELF-OILING TYPE

The main shafts are of open hearth steel turned to actual size. These are extra heavy. The bearings in which these shafts travel are deep reservoir self oiling type.

AUTOMATIC FORCE FEEDERS

The feeding arrangements for this machine are exceptionally capable, being our exclusive design of revolving force feeder.

THE SIMPLEST CONSTRUCTED LARGE CAPACITY CLEANER BUILT

We have produced exceptional simplified details of construction for the entire building of this machine. All parts are easily accessible and can be quickly adjusted to suit varying conditions.

HIGH CLASS GENERAL CONSTRUCTION

Every detail of this machine has been worked out along lines we know to be absolutely perfect. Material and workmanship are the best to be found in a grain cleaner of any kind.

HUNTLEY MFG. CO., SILVER CREEK, N. Y.

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The American Elevator and Grain Trade

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

VOL. XXIX.

CHICAGO, ILLINOIS, APRIL 15, 1911.

No. 10.

NEW ELEVATOR AT TEXAS CITY.

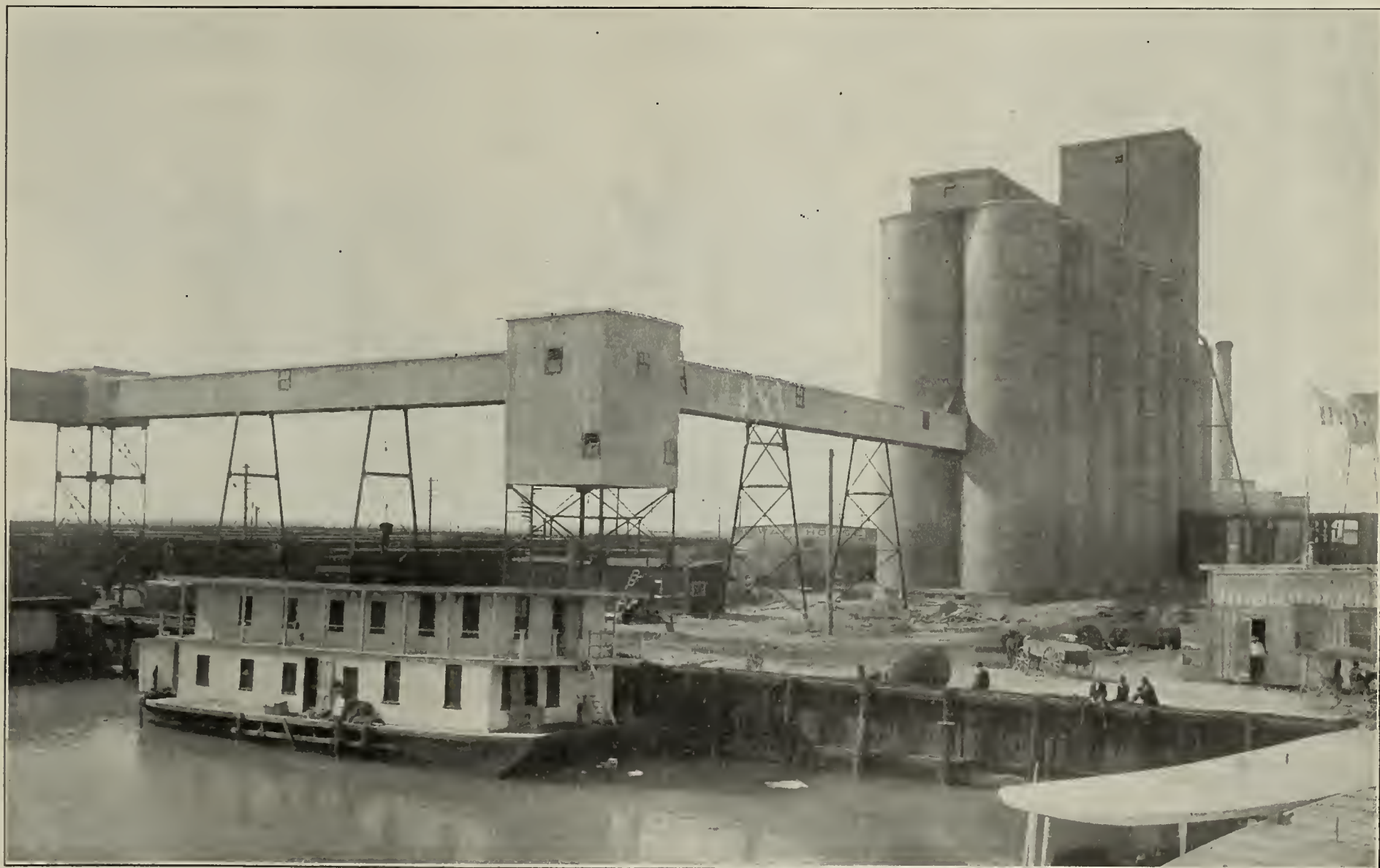
Just six miles across the bay from Galveston, Texas, is the port of Texas City. It is counted as a part of the port of Galveston and its shipping business is conducted by Galveston interests. In order to complete its facilities the Texas City Transportation Company last fall contracted with James Stewart & Co., of Chicago, for the construction of the half-million-bushel grain storage, cleaning and shipping elevator which is illustrated on this page. The

basement also, as well as two No. 8 Invincible Warehouse Separators on the first floor and an Invincible Aspirator placed in the basement. The power is conducted to the conveyor belts under the storage bins and pits by line shafting and rope transmission.

Grain leaves the distributing floor of the working house by means of two 36-inch belt conveyors which deliver it to the twelve-storage bins, to the five interstitial bins or to a spout that directs it to the wharf conveyor sixty feet below. The conveyor gal-

is placed just outside the elevator. Grain reaches the drier through a 12-inch screw conveyor, which delivers it to the boot of the cleaner leg. A 20-horse power motor in the drier house operates two fans of large dimensions.

A traveling conveyor bridge is a unique feature of the system for loading steamers. This conveyor bridge, which is 52 feet long and 47 feet high, travels between the conveyor gallery and the slip for a distance of 1,100 feet and carries grain from the gallery over the tracks and docks to the hold of



WORKING HOUSE, GRAIN TANKS AND CONVEYOR GALLERIES AT TEXAS CITY, TEXAS.
James Stewart & Co., Chicago, Engineers and Contractors.

elevator is now completed, and has direct rail connections with all Galveston roads.

The working house consists of a working-story; eight circular bins with nine interstices, extending upwards to a height of 56 feet; and a concrete cupola five stories high. A concrete track shed accommodates three tracks beneath each of which is a steel receiving sink of carload capacity. A 36-inch belt conveyor removes the grain from the sinks to the boot of a receiving leg with a capacity of 10,000 bushels per hour. This leg is operated by a 50-horsepower electric motor located on the machinery floor of the cupola. A large shipping leg in the middle of the elevator has an elevating capacity of 18,000 bushels per hour. Grain can be spouted to its boot from any bin in the working-house. The leg is operated by a 75-horsepower motor located alongside the head pulley.

A 50-horsepower electric motor operates the other machinery of the working story and that in the

lery through which the grain is carried from this spout to the traveling conveyor bridge is 1,390 feet long and has but two right angle changes of direction.

The first two stories of the cupola contain the distributing spouts. The second distributing story contains three swivel spouts, two from the scale hoppers, one from the head of the cleaning leg, by which grain may be spouted directly to any of the workhouse bins, to the No. 6 Hess Grain Drier, to the car-loading spout, or to belt conveyors running out over storage bins and to the wharf conveyors. A 50-horsepower motor operates these conveyors.

There are two 1,600-bushel scales with steel hoppers in the scale story. In the same story is the head pulley of the cleaning leg. The garner story contains a 10-horsepower motor for operating the passenger elevators. In the top story are the head pulleys of the receiving and shipping legs.

A No. 65 Hess Drier, encased in a fireproof house,

any vessel lying in the slip. Thus any boat can be loaded without moving from its dock berth. The traveling conveyor bridge is operated by a man stationed in the top, who, in addition to controlling the cross conveyor, operates the movement of the bridge up and down at the rate of 100 feet per minute. Power is supplied by motor, the current being delivered by the trolley system.

The elevating, conveying and power transmission machinery was furnished by the Weller Mfg. Co., of Chicago.

The annual statement of the grain inspector located at Fort William shows that during the period navigation was open on the Great Lakes, April 13 to December 6, 1910, Canadian vessels carried to Canadian and foreign ports 40,115,640 bushels of wheat, 1,586,471 bushels of oats, 1,104,664 bushels of barley, 952,524 bushels of flax seed, and 284,967 bushels of screenings.

[For the "American Elevator and Grain Trade."]

CONCERNING THE PER CAPITA CONSUMPTION.

BY P. S. GOODMAN.

While some folks may worry over what we eat, the grain trade has as its special concern how much we eat—of the farinaceous foods. The per capita consumption of wheat is such a flexible affair, as laid down by the compilers of statistics, that it is no wonder the average searcher after the truth becomes perplexed, and reaches his conclusion by accepting the estimate of the authority whom he considers the best in the grain or flour trade. The whole trouble starts with the absurd tables presented annually with great seriousness by the statistician of the Department of Agriculture.

This authority has no brain-racking puzzle to work out to reach his conclusion; he takes the carry over in reported second hands, largely a guess; and the farm reserves, wholly a guess, and adds to them the officially reported crop; deducts the year-end carry over, the reserves, the exports and the assumed seeding requirements, and the balance is what we ate, or ought to have eaten, or might have eaten—all depending upon whether the sum of crop guesses was correct. Hence the variation from 3.75 bushels to last year's record of 5.67 bushels.

The man who drops into the grain statistics and accepts the Government's figures is amazed at the terrific jump per capita from 1902 to 1910. The whole trouble was in poor crop guessing prior to 1902; and while the Agricultural Bureau was shaken up by the last census returns, it did not readjust its previous figures; so we shall go along for all time with the reputation of having become great bread eaters over night.

The guessing proposition is very clever—if you guess right. It is like the average politician before a direct primary, trying to figure out who will win. If he hits the right man, he stands in with the administration; if he landed on a dead one, he has another chance at the next primaries.

But what is the use of guessing on this matter? The thing that has surprised me, in the attitude of the maker of statistical tables, the compiler of serious publications for the grain trade, is the utter ignoring of the actual per capita consumption as ascertained by the census department at five-year intervals. Possibly the compilers and publishers are ignorant of these returns. I know the trade is without the general knowledge; for the most frequent question I have asked me from time to time is that of per capita consumption.

I have adhered in crop estimates for some years to a 5½-bushel per capita consumption of wheat, as the average disappearance over a series of years equals 5½ bushels per capita, and the census returns five years ago were slightly less than that figure. I know that some of the experts, when trying to help a market up or down, have shown, with diabolical simplicity, that we were on a famine basis when they used 6-bushel per capita; and some other fellow about the same time showed we were glutted with supplies because his figuring of 4½ bushels worked out that way.

In opening up the manufacturers' returns on the milling of wheat, I know I shall invite the criticism of some who hold priority in grain statistics and bring myself into the sweeping circles of scorn for accepting the census returns on the milling of wheat. The great trouble about this census department is its awful adherence to facts and its perversity in making an actual count after the thing inquired of if accountable has been accounted in dollars and cents, or weighed on the scales. The census milling return is considered very unreliable by some of the compilers because of the revelation that four and a half bushels of wheat will not make a barrel of flour. This is a violation of tradition and a denial of accepted statistics. Does not the Bureau of Statistics figure 4½ bushels to a barrel? Sure; it figures also 60 pounds of wheat to a bushel in making up the export figures; and 4½ bushels to the barrel is only the application of 60 pounds to the bushel; but even a 60-pound bushel stuff does

not always fill a barrel with 4½ bushels. However, that is a practical mill question which I should not push too far.

The last manufacturers' census was taken for the calendar year of 1904, and the actual count was the making of 104,013,278 barrels of flour out of 494,095,000 bushels of wheat, or an average of 4.75 bushels to the barrel. For the crop year ending June 30, 1900, the Census Bureau reports that the mills of the United States made 99,763,777 barrels of flour and ground up 471,307,000 bushels of wheat, or an average of 4.72 bushels of wheat to the barrel. This is the actual count; some time within the next year or so we will have a similar count of the milling last year.

The amount of wheat necessary to make a barrel of flour varied from state to state, as the crop was light or heavy. The following is the record of some of the leading wheat raising states:

	1904	1900
Minnesota	4.61	4.53
Kansas	4.74	4.66
Nebraska	4.98	5.04
Missouri	4.78	4.78
Illinois	4.77	4.75
Indiana	4.85	5.02
Ohio	4.91	4.75
Pennsylvania	4.83	4.98
Oklahoma	4.62	4.63
Texas	4.76	4.78
Washington	4.59	4.73
California	4.85	4.80
Tennessee	4.75	4.80
North Dakota	4.78	4.68



WANGSHAO HILL, HSIUNGYUCHCHENG, MANCHURIA.

Scanning the list, it does not appear that any particular state has an advantage in milling, except Minnesota and Oklahoma, and perhaps the two census years happened to coincide with years when both states had a heavy berry.

I am almost tempted to switch off on a milling line, but the statistics being only cited to substantiate a per capita consumption, I return to the main line. Taking the flour output of these two years, and using the available statistical information on carry over and exports, we arrive at the per capita for these two years in the following table:

	1904	1899-00
Reported flour stocks (bus.)	7,992,000	7,024,000
Milled	494,095,000	471,307,000
Total in supply	502,087,000	478,331,000
Exports, flour (bus.)	41,253,000	88,820,000
Stocks, end season	9,981,000	7,684,000
Net consumption	450,853,000	381,857,000
Population	83,000,000	76,000,000
Per capita consumption ...	5.41	5.02

Here rests the matter of consumption; and from these figures there is no appeal to better authority, and all the quibbling about the invisible carry over would not be worth the mental strain in conjuring up its extent.

I can not resist a comparison of the milling returns for the year 1899-1900 with the census crop, which was 658,534,000 bushels, or 111,000,000 bushels larger than the Agricultural Bureau's final estimate.

The situation that crop year developed as follows:
 Farm reserves July 1..... 65,000,000
 Second hands 64,351,000
 Crop 658,534,000

Total available 787,886,000
 Seeding 80,000,000
 Exports 190,770,000
 Farm reserves 51,000,000
 Second hands 78,514,000

Total deductions 400,284,000

Consumption 387,601,000

This works out with the milling returns for the same period. No comparison can be made with the manufacturers' returns of 1904 as they cover the calendar, not the crop year.

The per capita consumption of breadstuffs of this country usually has been regarded as much below the average of Europe, but this is a misapprehension, arising from the confusion of wheat consumption as the sole breadstuff. The corn milling of the United States, on the last returns, amounted to 180,000,000 bushels, equal to 2.1 bushels per capita. We have been overlooking the fact that one-third of the people of the country rely upon corn bread for their food. When we consider the consumption of all breadstuffs, this nation, regarded the great meat-eating nation, ranks with the average European nation in per capita cereal consumption.

The following table gives the consumption of the three great breadstuffs per capita of important na-

tions, deductions in all cases having been made for seed requirements from the net estimates of each country:

	Wheat	Rye	Corn	Total
United States	5.4	0.4	2.1	7.9
Belgium	8.0	2.0	..	10.0
Russia	4.0	5.3	..	9.3
France	7.5	1.3	..	8.8
Germany	3.0	5.3	..	8.3
Italy	5.6	0.8	..	6.4
Great Britain	6.4	..	..	6.4

The low average in Great Britain is due to the small consumption in Ireland, where the potato is the staple diet, and in Scotland, where oatmeal supplies a great part of the breadstuff diet.

[For the "American Elevator and Grain Trade."]

IN FAR EASTERN GRAIN FIELDS.

BY FELIX J. KOCH.

The new Trans-Manchurian Railway, of which the papers have had so much to say since the close of the war, taps a grain country of no mean proportions and which will no doubt assume still greater importance with the railway's advance into it. The accompanying photo shows an interesting section of grain growing along the road, leading off to a field of broom corn. Only the sterile mountain knobs in background are not cultivated by the thrifty celestial farmers. One of these grain growers appears in his white tunic and pantaloons, close beside the track.

[For the "American Elevator and Grain Trade."]

MOISTURE TESTER IN THE COUNTRY ELEVATOR.

BY A. F. FILES.

Vice-Pres. W. H. Small and Company.

We note considerable complaint through your columns as to the moisture test being used by inspectors at the different terminal markets. We believe most of these criticisms are unjust and founded almost entirely on misjudgment by dealers making the complaint, when buying their stuff from the farmer, rather than by bad usage at the terminals.

In the past eight or nine years the writer has been in very close touch with the country elevator trade, having operated a line of country elevators six years of that period and been very closely associated with country dealers in association work. We think any one who has watched the situation carefully will agree with us that at association meetings very little complaint is heard from the dealer who is a careful buyer and grades his stuff carefully in taking it in from the farmer. He usually gets at the terminal all he has paid the farmer for and is satisfied. The dealer who is always complaining of his grades at the terminals will usually be found to take everything the farmer brings him and call it corn, regardless of quality. He takes what the farmers bring him from the threshing machine during harvest as No. 2 red wheat, practically regardless of its quality or condition as to an admixture, and then grumbles because the terminal market grades it according to standards that he knows are well established and have been well established for years.

We are firm in our belief that no dependence whatever can be placed upon the weight test of corn showing anything at all like an accurate moisture test. We probably have a better record on these tests than any one in the country, as we have tested practically all the corn that has come in to us this winter, both by weight and by the moisture testing machine. There was no uniformity in it whatever; and our experience has been that it would be disastrous to depend on a weight test in shipping this corn. It might be all right in the months of December and January, shipping east when there is very little danger of corn getting out of condition on account of bad weather; but at any time of the year it would be dangerous for Ohio River cities to apply this test, because of the fact that all the corn from here is going into much warmer temperatures, which makes it very desirable that the exact condition of the corn as to moisture should be known. This is not only a matter of protection to the dealer at the Ohio River who is shipping south, but it is also important as a matter of protection to the buyer in the South who must carry the stuff for probably a longer period than the dealer at the River. At any time in the year 19% corn, such as is taken as No. 3 corn at points north of the River, would be unsafe to ship to Mobile and Pensacola or Montgomery or any other city south of Nashville and held in store very long.

Another point, that should not be forgotten in criticisms being made upon the terminal markets for using the moisture tester and grading closely, is the fact that the great bulk of the corn in the country is handled at the terminal markets on one-half cent margin or commission. Under such conditions it is absolutely necessary to the safe conduct of the business that the dealer at the terminal should know just what he is doing or he will lose out very badly in the end. The loss on one car of hot corn will very frequently be greater than the profit on fifty cars of good corn at one-half cent per bushel. The people who are making the complaint of the use of these moisture testers are the country elevator men who have from two to five cents per bushel profit and who are buying direct from the farmers and should know their business well enough to discount corn that is too damp.

Again, complaint is made as to the discounts made on excessive-moisture corn; yet we must say

that the discounts, if anything, are too light to meet the actual loss on account of excessive moisture. Actual experimentation in our laboratory has shown that on the average price paid for corn this winter every unit of moisture percentage dried out of corn costs one cent. If corn contains 21% moisture and is dried to 19%, the actual loss in shrinkage is 2c per bu. This does not take into consideration the cost of steam to run the drier nor the expense of men handling it. Any market that figures on a lower basis than this is figuring at a loss, and somebody at some point has to make it up. If the man at a terminal like Indianapolis, Evansville or Buffalo handles it on a less basis than that and is fortunate enough to get rid of it right away, he is not at any particular loss; but the party who finally does get it must stand the loss. The loss is there regardless, and somebody must stand for it.

Illinois dealers who are making the greatest complaint this year are having about their first experience with the moisture tester, because they have this year the first bad crop they have had in a great number of years. In Ohio and Indiana the story is different. There the corn crop during the last seven or eight years has been uniformly bad, with possibly one or two exceptions, and it is very likely that if the Ohio and Indiana dealers will average up their discounts under the moisture testing system of inspection as against the discounts before dealers knew what they were actually doing, it will be found that the moisture testing machine has been really a benefit to the country shipper.

We append hereto a list of cars taken as they

contract with the man described. When preparing to make out the check the manager asked the party his name and the fellow replied: "That's queer you can't remember me. You ask my name every time I come in." The manager, taken in by the "bluff," issued the check without further questioning.

AN OKLAHOMA ELEVATOR.

The Blanchard Grain and Gin Co., of Blanchard, Okla., has just begun operating a new elevator built for them by McClean, which has 30,000 bushels storage capacity and conveniently equipped. The main building is 30x42 feet in size and 32 feet high to the eaves, with a cupola 14x24 feet and 24 feet high.

The house is light-study built with ship-lap siding covered with 28 gauge flat galvanized steel. The roof is of a combination of asbestos and asphalt.

The equipment includes a Western Sheller and Gyrating Cleaner, and Richardson, 1,000-bu. Automatic Scale; one stand elevator with 7x14 inch cups, and one 9x18-in. 3-high Noye Corn Meal and Chop Mill. There are eleven storage bins in the house and two others for feed. There is also 300 square feet of working space in the mill room and working floor.

The cobs are spouted from the sheller 100 feet across the street and after sorting are conveyed 100 feet away to the fuel room of the cotton gin, seen on the right of the picture. The elevator machinery is driven by a 26-h. p. gas engine.

On the left of the picture is shown the snap corn



PLANT OF BLANCHARD GRAIN & GIN CO., BLANCHARD, OKLA.

came to us, showing the weight test and moisture test, which will prove that our conclusions above are not far wrong:

Initial.	Car number:	Weight test, lbs.	Moisture test, %.
N. C. & St. L.	9440	55½	17 4-5
L. & N.	23789	55½	16 3-5
B. & O.	77228	55½	16 3-5
L. & N.	19603	55	17 4-5
L. & N.	19400	55½	16 1-5
C. S. N. O. & P.	12239	55	17 4-5
C. S. N. O. & P.	2239	56	17 1-5
B. & O.	77228	56½	17 2-5
L. & N.	1010	55½	15 3-5
L. & N.	2339	55½	17
Southern	131365	54	19 3-5
L. & N.	15642	57½	15 3-5
G. S. & F.	4876	55	14 4-5
B. & O.	70168	55½	15 4-5
L. & N.	15642	56½	17 1-5
L. & N.	18287	54	16 3-5
B. & O.	85603	54	19 3-5
A. & V.	22855	55½	17 2-5
C. & E. I.	1821	53	18 3-5
L. & N.	510541	54	19 1-5
L. & N.	10399	55	17
St. L. S. W.	21234	53	20 4-5
L. H. & St. L.	2089	54	17 3-5
L. & N.	3414	54½	19
Southern	10915	52½	20
St. L. S. W.	32116	54	19
I. C.	34579	53	19 3-5
C. V.	61359	55	19

The Farmers' Elevator Co. of Rockwell, Iowa, was "worked" for \$20 the other day when a stranger to the manager, who called himself D. S. Miller, obtained an "advance" of \$20 on a purported contract to sell the company 1,500 bus. of corn. The gift took the form of a check which Miller proceeded to have cashed at a department store. When the assistant manager arrived, it developed that he had made no

annex now under construction, in which will be located a Marseilles Sheller, a dump and one-stand of elevator with 7x16-in. cups. The shelled corn and cobs will be conveyed to the main building by a B. S. Constant Chain Conveyor and the grain is then re-cleaned and stored for future shipment.

The engine room is located 25 feet from the main building and the same distance from the soap coru house; and the plant therefore is put in the 1 per cent rate class for insurance. The plant is further protected by the raised water tank on the gin house.

The foundations of the plant are of concrete of standard dimensions. The dump pit in the main building is 15 feet deep, with a holding capacity of 800 bushels and a Constant Chain Feed Conveyor to the sheller.

Blanchard is a new Oklahoma town but is "coming right along" as a local market place.

A Texas grain company announces a "discovery." It is using sulphur as a remedy for weevils. "All that is required to make the treatment a success," says the company's manager, "is a sufficient amount of sulphur and an ordinary close room in which to store the corn. The sulphur is then burned, the fumes of which permeate into the smallest recesses of the ear, making the life of the weevil impossible." But why not use carbon bisulphide, which does the work but has neither the objection of using fire nor the danger of injuring the grain itself, which may happen with sulphur?

[For the "American Elevator and Grain Trade."]
**THE CHICAGO BOARD OF TRADE: ITS
 USES AND ABUSES.**

V.

BY JULIAN KUNE.

It is safe to assert that the present system of inspecting grain which prevails over nearly all the civilized world originated in Chicago as far back as 1858 and was instituted by the Chicago Board of Trade. While in 1871 the state of Illinois took the inspection from the control of the Board, the system in the main is the same; the changes made since then have been mostly the adding of more grades to the various cereals.

When the inspection of grain was placed under the control of the state, under the act of 1871, there was also created a Board of Railroad and Warehouse Commissioners, which has the supervision of all the railroads in the state, of all public grain elevators and warehouses, and of the inspection of grain. This Board was invested with full powers to hear complaints and after due deliberation to remedy all wrongs that may be committed in the conduct of any of the public utilities embodied in the above named departments.

It was unfortunate, however, that when this act was passed there was hardly any indication as yet of any civil service rules in connection with the holding of public offices, so that appointments in the grain inspection department, from chief down, were made not because of the efficiency of the applicant but rather by reason of the influence he may have had with the powers of the ruling political party. Thus it happened that with each change in the ruling party, the commissioners, as well as all the incumbents appointed by them, were subject to be replaced by new appointees, who, to say the least, were often quite inexperienced in the duties to be performed.

It is, however, but just to say that many of the abuses prevalent in the grain inspection department while under the control of the Board of Trade have been done away with. Under the improved system now in use, collusions between the chief inspector's office and members of the Board of Trade would be practically impossible. Such shady transactions as were enacted in 1871, involving the chief grain inspector and a prominent member of the Board, could not happen now under the newly introduced system of "office inspection." It was that very scandal of 1871 which was mainly responsible for the state assuming the inspection of grain.

THE OFFICE SYSTEM OF GRAIN INSPECTION.

Before this system was introduced into the Chicago grain inspection department there was plenty of opportunities for a corrupt or incompetent assistant inspector to make the state inspection a detriment instead of a benefit to the community. It would not advance the standards of honesty, were I to enumerate the various crooked ways that were practiced in the grain inspection department under the old system. It is sufficient to state that under the new "office system" of inspection the chances of crooked work are reduced to nothing.

In explanation of this new method of inspection I will give here a brief description of its main points: There are fourteen railroad lines that have terminals, where more or less grain is received daily in Chicago. At each one of these terminals, there is an assistant grain inspector, who secures samples of the contents of each car and notes in his memorandum book the grade and the various conditions of the car and its contents. These samples are then taken to the main office of the inspection department, where they are emptied into a separate pan by assistant inspectors and carefully examined as to condition, weight, soundness, etc., and graded accordingly. Should the assistant inspector be in doubt about any certain point or points in the inspection, he consults with the first assistant chief inspector; and should the owner of the grain thus passed by the assistant chief inspector still be dissatisfied, he has the remedy of calling on the committee of appeals to give their decision on the grade, which decision is final.

Up to within a few months ago, the grain receivers employed independent samplers, called "Receivers' Agents," at each railroad terminal, who brought them samples of all grain received. It was by these samples that the receivers sold the grain. The system, however, notwithstanding it had been in vogue for a great many years, was far from satisfactory. Carload after carload of grain was daily rejected by buyers because the grain was not up to the sample bought by. It was but seldom that the receivers' agents' samples came up to the samples brought by the Board of Trade sampler, who was employed and paid by the purchaser. Since doing away with the receivers' agents, the assistant inspectors bring the samples to the receivers who sell the grain by these samples; meanwhile the purchaser still employs the Board of Trade sampler through which to verify the correctness of the sample by which the grain had been purchased. The consensus of opinion among receivers is that the method just described is far superior to the old way.

AT THE CLOSE OF THE CIVIL WAR.

During the first four years of the Civil War, the members of the Board did a very prosperous business. Conditions were such that no matter what commodity was dealt in, big profits were realized; the West and Northwest with their vast areas of cultivated land was the granary from which was drawn the immense quantities of food stuffs for the

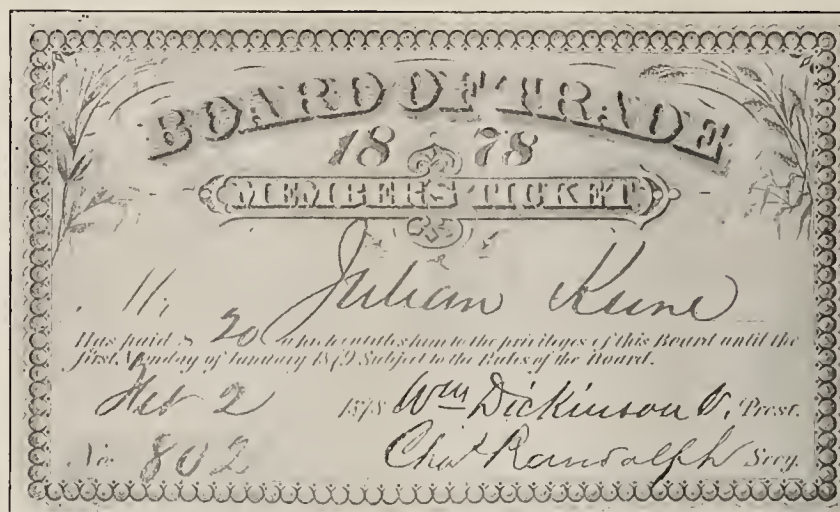
Great losses were made in provisions also, such as pork and lard. Prices of pork dropped the last days of the War from forty dollars to eighteen dollars per barrel. It was during that period that Philip D. Armour, the multi-millionaire packer, laid the foundation of his great fortune. While yet a partner of Plankinton & Armour in Milwaukee, he went to New York and sold short thousands of barrels of mess pork at \$40 and bought them in at \$18 per barrel later on.

CHARLES RANDOLPH.

The years 1865 and 1866 became memorable in the history of the Board by the election of Mr. Charles Randolph as its president, at its seventeenth annual meeting. Mr. Randolph became later the secretary of the Board on Col. Beatty's resignation, which office he retained for a number of years. He made a good and vigorous executive officer as president. Under his presidency new rules were enacted which recognized deals in futures as legitimate, provided they were made in accordance with the newly adopted rules of the Board. Trading, however, in "puts and calls" was discouraged. No trade that had any connection with or which originated in a "put" or "call" had any standing before the Board.

BUILDING OF THE CHAMBER OF COMMERCE.

During the Randolph administration the corner stone of the Chamber of Commerce building, at the corner of La Salle and Washington Streets, was



JULIAN KUNE'S TICKET SIGNED BY SECRETARY CHAS. RANDOLPH.

use of the many armies in the field. Vast fortunes were made by many of the members of the Board by obtaining contracts from the Government for the delivery of both grain and provisions. Some of those fortunes, and more, too, were lost during the last year of the War, in 1865. Prices which had reached their maximum during the beginning of that year dropped almost suddenly with the collapse of the Rebellion. Those members who had contracts on their hands for the delivery of flour, oats and provisions, and who had made their purchases for those articles on the prevailing basis that existed before the end of the War, suffered great losses. In many cases the Government agents, the quartermasters of the various armies, took advantage of the inability of the railroads to make the delivery within the specified time in the contract, while formerly no delays in delivery were taken account of as long as the prices were continually advancing.

I know of a firm which had a Government contract for delivering a half a million bushels of oats at Cairo, Ill. The oats had been all bought at the prevailing high figures; some were delivered during the first part of the year 1865, while the major part were sidetracked by the Illinois Central and not taken to Cairo until after the time for delivery had expired. Meanwhile Lee had surrendered and Sherman had made his march from Atlanta to the Sea, and the oats were still on track at Cairo. The result was that the oats, through exposure for so many weeks to the inclemency of the weather, became mouldy and had to find their resting place, at least of that part which the railroad company did not appropriate as part remuneration for demurrage charges, in the bed of the Mississippi.

laid with Masonic ceremonies on Sunday, September 15, 1864. Mr. Thomas J. Turner, grand master of the Grand Lodge of the state of Illinois, was the officiating Mason. The building, which cost nearly half a million dollars, was completed in August of the following year; and the Board took possession of the same on August 15, 1865. The inauguration festivities lasted three days. More than six hundred invited guests, consisting partly of local residents and partly of guests from other portions of the country, assisted in the inauguration. The first subscriptions to the stock of this Chamber of Commerce building were made by the members of the Board of Trade, while the Board as a corporation also subscribed largely. The owners of the Chamber of Commerce, being a separate corporation, elected their own officers and sublet the trading hall, with adjoining rooms for the secretary's office, to the Board of Trade at \$20,000 per annum.

It will be remembered that the first organization of Chicago business men, which afterwards developed into the Chicago Board of Trade, paid for its rooms over the flour store of Gage & Haines an annual rental of \$110. Seventeen years later virtually the same organization obligated itself for a number of years to pay an annual rental of \$20,000 for its quarters. These facts express more eloquently than other words could the marvelous progress of the Chicago Board of Trade since coming into existence.

THE BOARD IN ITS NEW QUARTERS.

At the eighteenth annual meeting, in April, 1866, Mr. John C. Dore was elected president of the Board. Under his administration the directors of the Board attempted to introduce the cental system in place of the bushel method of buying and

selling grain on the Board, but as the new system's adoption was not made obligatory, like many other radical innovations that do not appeal very strongly to public opinion, it went into oblivion. During this administration, too, the Board took up again the matter of digging a canal which was to connect the Illinois and Michigan Canal with the Mississippi at Rock Island. The project met with a slow acceptance, but more than forty years later the canal was finally completed—the "Hennepin Canal" of today, which does a small grain business but has never sent a bushel of grain to Chicago.

AN OBNOXIOUS LAW.

At its nineteenth annual meeting the Board elected Mr. Wiley M. Egan as its president. Under his administration the directors called a special meeting of the Board members to consider the proposed repeal of the law passed in 1867, which forbade speculation in grain; or, in other words, the selling of grain short. After the opinion rendered by its attorneys, Messrs. Arlington & Dent, that the law was unconstitutional, the Board passed the resolution to ask that the obnoxious law be repealed. This was done on April 8, 1869.

A BLACKMAILER CORNERED.

Before the repeal of the above mentioned obnoxious law, however, there was a man by the name of Goodrich who gained admittance to the floor of the Board, watched the transactions in the pits and afterwards swore out warrants against several of the members, charging them with violation of the gambling law. Among those arrested were B. P. Hutchinson, Chas. B. Pope, J. J. Richards, Howard Priestley, Abram Eichhold and Don Carlos Scranton, all great speculators in the pit. The case, however, never reached a trial, as those arrested retaliated by swearing out a warrant for the arrest of Goodrich as the prosecuting witness, and as he could not furnish a bond, he dropped the case altogether.

It was during Mr. Wiley's presidency that the Circuit Court of Cook County, by its decision, given May 14, 1867, upheld the Board of Trade in suspending James R. Page from all the privileges of the Board for non-payment of a debt which he owed Stevers & Brown, an epochal decision in the history of the Board, that went far to establish its status as a great commercial organization.

BUCKET-SHOP GAMBLING LEGAL.

According to Justice Wright of the Supreme Court of the District of Columbia, the Federal anti-bucket-shop law is unconstitutional and therefore void because the amendment to the Code defining bucket-shopping "constitutes an unwarrantable interference with the right of a citizen to enter into contract relations." The particular point of objection was that a person giving an order to a broker for a stock transaction, without the intent of dealing in margins, might be held to have violated the law, if the broker, without the knowledge of the client, secretly made the transaction one of margin without the actual basis of a transfer of stock.

The decision was handed down in answer to the demurrer filed by Edward Altemus, Louis Cella, Angelo Cella and others, accused of operating bucketshops in Washington. On April 2, 1910, after procuring indictments for alleged conspiracy to operate a bucketshop in Washington against Edward Altemus, Louis Cella, Angelo Cella and twenty-six other alleged bucket-shop men, the Department of Justice swooped down on supposed bucketshops in seven cities of the country at one time. The men then arrested were indicted in three groups. One comprised Altemus and the Cellas, who were supposed to operate in the West; another was E. S. Boggs and Company of Philadelphia and Jersey City; the third was a Baltimore concern known as Price and Company. The Baltimore contingent filed a demurrer to the conspiracy charge and to a subsequent indictment for actually operating a bucket-shop.

Three of the principals in the firm of Boggs & Company, Richard E. Preuscher, Leo Mayer and George Turner, on January 3 last abandoned the idea

of fighting the indictment and pleaded guilty before Justice Wright, who now finds them innocent. Three others, employees of the firm, also pleaded guilty, and Justice Wright imposed fines aggregating \$8,100 on the six men, in addition to short terms in the penitentiary. The imprisonment was suspended and the fines were paid.

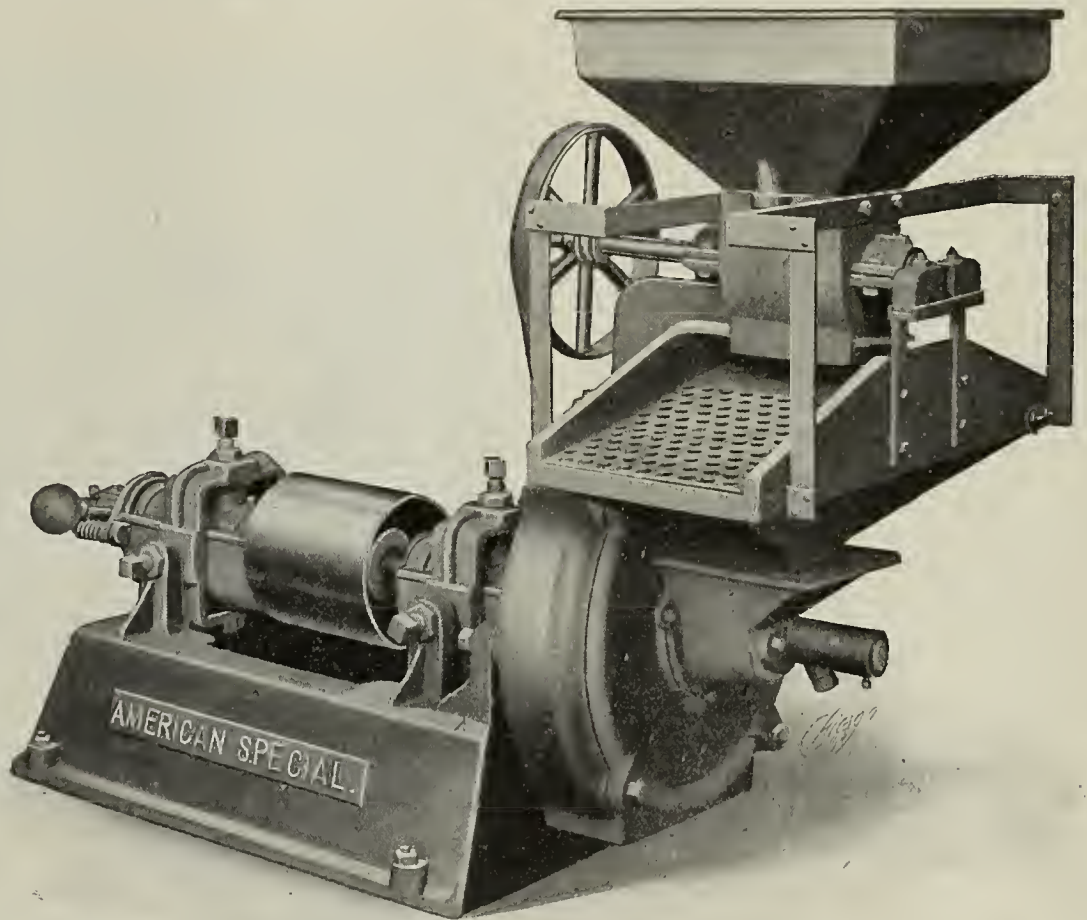
The Government has announced its intention to appeal from Justice Wright's decision. The Attorney-general, when informed of the court's finding, declared he would carry the question to the Supreme Court of the United States, if necessary, for he is eager to have the matter determined in order that the Department may proceed with further prosecutions along the same line, if the law is upheld.

The cases against Sid McHie and others at Chicago will be prosecuted, it is said, just as though "nothing had happened." In fact, on April 6 Sidmon McHie, Richard I. Marr, William A. McHie, James F. Southard, Frank H. Williams, Charles W. Bickell and Richard H. McHie, all of the Capital Investment Company of Chicago, and John L. Dickes,

THE AMERICAN SPECIAL CHOPPER.

A feed mill which is in operation in some of the largest elevators of the world as well as in the smallest and giving satisfactory service to both classes of users, covering all capacities, is shown in our illustration. Grain dealers have shown a great appreciation of the "American Special," as it enables them to grind screenings, oat hulls, corn hulls, or any other cereal offal, to any desired degree of fineness.

The addition of a feed screen to a grinding machine of large capacity, while unique, is none the less necessary, especially where the building arrangements will not admit of a feed screen being installed above the mill; and while the operator of the machine will not willingly feed metal and other foreign substances to the grinder, the parties bringing in the feed to be ground are exceedingly careless in this matter. In order to secure protection against foreign substances, the American Machinery Company of Port Huron, Mich., the manu-



THE AMERICAN SPECIAL CHOPPER.

representative of the company in Aurora, Ill., were indicted by the Federal grand jury for using the mails to defraud, while John W. Rogers, of the firm of W. R. Holligan & Co. was indicted for perjury in connection with his testimony before the grand jury when the Investment Company was being investigated.

The Capital Investment Company had rooms in the Rookery Building, equipped with an elaborate and deftly concealed system of telegraph wires, and is alleged to have done a business of about \$10,000,000 a year. The Government alleges that at the trial of the men it will be proved that the Company was the best equipped bucket-shop in the country, and made a specialty of a fraudulent method which had not been attempted before. This scheme depended mainly upon a fast wire from New York, on which quotations would be carried in about fifteen minutes before they appeared on the regular ticker. When a sharp decline or rise in the market was noticed by a comparison of the two quotations, speculation investments in stocks would be urged by the promoters of the company. All the other features of the old time bucket-shop, it is alleged, were practiced by the company.

Farmers in parts of Missouri, Kentucky and Arkansas are again agitating that old nonsense of "holding back wheat" by mutual agreement—and "shooting up" those who don't agree?

facturers of the "American Special," have adopted the style of feed screen shown in the picture of their machine. By this method the feed screen is installed at the same time that the feed mill is installed, involving no additional expense for installation, while the power required to operate is practically negligible. The force feed being above the screen, controls with absolute positiveness the feed of the mill and enables the operator of the mill to see at all times the class and nature of the grain being ground.

This screen attachment is furnished with the American Special Chopper, making up to and including three tons of ground feed per hour; and when crushed ear corn is being ground, a slide is arranged to drop directly through the screen and thus avoid under such circumstances the tailing over of large pieces of cob.

Full description of the American Special Chopper with and without the feed screen attachment will be forwarded upon request.

Belgium, Germany, The United Kingdom and Holland are the greatest corn importers. Recent annual exports from America, Russia, Danubian Territory, Argentina, etc., have run 160,000,000 to 170,000,000. Russia, the Danube and the Argentine will supply around 80,000,000 on the current outlook. The United States should be called on for 70,000,000 to 90,000,000.—E. W. Wagner.

[Indiana Grain Dealers' Ass'n Circ. No. 2.]

CAN YOU TELL WHAT IT COSTS YOU TO HANDLE GRAIN?

BY C. B. RILEY.

Sec'y Indiana Grain Dealers' Association.

So much depends upon the cost of handling grain that we have endeavored to procure the information from a large number of active, prudent and successful grain men in this state; and I submit below a tabulated statement which gives the average results taken from the books of a large number of grain dealers who keep their account in such systematic manner that they know what it has cost them for a number of years. And the same elements of expense enter into the business of practically every grain dealer in this state, even if their books are not so kept as to reveal the information.

Compare this statement with your books and experience, you will then see what it costs you to handle grain.

I find the following items of expense in operating an elevator handling an average of 100,000 bushels of grain per annum, either corn, wheat or oats:

INVESTMENT ACCOUNT.			
	Wheat.	Corn.	Oats.
Cost or cash value of elevator...\$8,050			
Interest on same at 6%.....	\$ 483	\$ 483	\$ 483
Interest on working capital, \$4,000, at 6%	240	240	240
Insurance on elevator.....	142	142	142
Up-keep on elevator, driveways, etc....	291	291	291
Taxes on elevator, stock and capital..	57	57	57
Depreciation, elevator, machinery, etc.	357	357	357
Total expense account investment...	\$1,570	\$1,570	\$1,570
Cost per bu. account investment.....c	1.57	1.57	1.57
OPERATING ACCOUNT.			
Insurance on grain	\$ 87	\$ 87	\$ 87
Fuel, oil, waste, etc.....	100	50	75
Postage, telegrams, telephones and other office expenditures	98	98	98
Shrinkage in transit and at terminals, per bu., wheat 90c, corn 40c, oats 33c	268	163	158
Shrinkage in handling through house, W. 90c, C. 40c, O. 33c.....	647	283	274
Discount sustained account failure to grade, in excess of discount saved in purchase price	597	460	385
Commission account of sales, wheat 1c per bu., corn and oats 1/2c per bu....	1,000	500	500
Inspection and weighing at terminals, avg. 55c per car	55	55	55
Traveling expense	62	62	62
Salaries, self and others; labor, regular and extra	1,268	1,268	1,268
Total expense account operating....	\$4,182	\$3,026	\$2,962
Less net profit made on side lines.....	500	500	500
Total cost	\$3,682	\$2,526	\$2,462
Cost per bu. account operation.....c	3.68	2.52	2.46
Plus cost account investment.....	1.57	1.57	1.57
Average cost per bushel.....c	5.25	4.09	4.03

If no profit from side lines, add 1/2ct. per bu. to above cost.

If you sell f. o. b., deduct 1ct. and 1/2ct. per bushel account commissions included above.

If you think above statement incorrect, test it by your own experience for the past five or ten years.

FINED FOR REBATING.

A case that attracted much attention along the Atlantic Coast came to a conclusion in the U. S. Circuit Court at Savannah, Ga., on March 23, when the Merchants' and Miners' Transportation Company was found guilty of rebating portions of the rate on grain carried in carload lots from Philadelphia to Jacksonville, Fla., via Savannah. The lawful rate was 15c per 100 lbs., of which 5c per cwt. was rebated. Immediately following the conviction of the Merchants' and Miners' Company, counsel for the Atlantic Coast Line Railway Company and for the Seaboard Air Line Railway Company, with permission of the Government attorneys, each interposed pleas of guilty as to one count of the indictments against them. Each corporation named was fined \$2,000 and the Merchants' and Miners' Company was later fined \$20,000, apparently on one count only.

L. F. Miller & Sons, of Philadelphia, jointly indicted with the railroads and steamship companies, did not plead guilty. They are the operators of the Keystone Elevator Company of Philadelphia, and were charged with having received illegal rebates.

On March 21 their plea in abatement was argued on their behalf by W. H. Todd, who among other things questioned the competency of the District Court for the southern district of Georgia to act

as a circuit judge in drawing a grand jury or appointing a jury commissioner to act in conjunction with securing the grand jury which brought the indictments against the Millers. The other pleas were similar to those presented in the case against the Merchants' and Miners' Transportation Company, and already acted upon adversely by the court.

The court sustained the point of the defendants' demurrer to the effect that the indictment was defective in that the Government neglected to charge directly that the legal rate filed with the Interstate Commerce Commission was actually posted so that the Millers were aware of it. The court held that this omission on the part of the Government was sufficient to create a doubt as to the intent of the Millers to commit an illegal act. This ruling was equivalent to quashing the entire indictment, and the action against the Millers was, of course, dismissed.

H. E. RICHTER.

A new firm was organized at Cincinnati, Ohio, early in the year which was given more than the usual passing notice by the grain trade, from the fact that its organizer and president was one of the foremost of the younger and energetic set of grain men of that market. We are enabled to present



H. E. RICHTER.

our readers with a portrait of that young man, H. E. Richter, as an accompaniment to this sketch.

Mr. Richter's likeness will not be unfamiliar to the majority of the dealers of the Central States, at least those who attend their state and local meetings of both grain men and millers. He is a ready and logical speaker and can present the kernel of an intricate problem in the grain trade so that even the dullest layman may understand what he is talking about; therefore when questions turn up at a convention, involving conditions at Cincinnati and the South, Mr. Richter's opinion is pretty certain to be called for.

Mr. Richter was born in Cincinnati on September 12, 1872, and was associated with the Gale Bros. Company of that city for twenty-one years, starting as office boy. At the time of severing his connection with the firm he was their highest salaried official. At the present time, aside from his own grain business, he is also secretary of the Cincinnati Chamber of Commerce.

The Richter Grain Co., of which Mr. Richter is the head, has offices in room 606 Andrews Building. The business motto of the firm is, "The secret of business success is in serving well"—a very good motto, by the way; for since the famous Black Prince placed on his escutcheon the words "Ich dien" ("I serve") there has never been a time when greater homage was paid to what might be termed the nobility of service than the present; and it must follow also that he who serves well does well. Mr. Richter has the necessary experience and capital to serve well; his many friends in the grain trade have every confidence that he will do well.

INSPECTION MUDDLE AT KANSAS CITY.

The late legislature of Kansas, it will be remembered, amended the grain inspection act in relation to the fees in a way to largely increase the cost of inspection and weighing at Kansas inspection points. Instead of a flat rate of 40c per car for inspection, the rate is now 1c per 1,000 bushels. As the average car handled by the department in Kansas last year weighed 62,000 lbs., the average car, for inspection, now costs 62c instead of 40c, while the weighing fee is increased in the same proportion; to which charges are added a 10-cent charge for duplicate certificate ordered after the service is performed and a 25-cent charge for extra sample. Mr. Inspector Gordon naturally defends the new act by saying the old rate (made when cars weighed only 40,000 lbs. as a maximum) is simply applied to new conditions of larger cars. This is a clever begging of the question. However, the amended act provides, as Mr. Sec'y Smiley points out, "that the charge for service shall be made on the minimum capacity of the car regardless of the contents."

But that does not end it by any means, and Mr. Smiley, in Bulletin No. 4, strikingly summarizes the possible accumulation of charges that the experiences of business might cause to be taxed against every car of wheat in the twin-market on the Kaw, as they were taxed to the certain car whose history is told. Mr. Smiley says:

A shipper in the north-central part of the state shipped a car to this market of 100,000 pounds' capacity, containing 80,000 pounds of wheat. On its arrival the Deputy Inspector inspected the contents and issued certificate for No. 2 wheat, for which he made a charge of \$1. On its arrival at the mill they called for reinspection and the same Deputy changed the grade to No. 4, for which he made a charge of \$1. The car was ordered on to Kansas City, and on its arrival there another Deputy inspected it as No. 4, making a charge of \$1. It was then ordered to the Missouri side, where it was again inspected, and a charge of 65 cents was made. It was then ordered to a Kansas elevator for unloading, where a charge of \$1 was made for weighing by the Kansas Inspection Department and 50 cents by the Board of Trade Weighing Department, or a total charge for weighing and inspecting a single carload of wheat, \$5.15. When this wheat is ordered out another charge of \$1.60 will be made by the Department, making a total charge of \$6.95. The charge for this same service under the old law would have been 40 cents, original charges, no reinspection charge; 40 cents Kansas City inspection; 65 cents, Missouri; 50 cents, in-weighing charge; 50 cents, Board of Trade charge; or a total of \$2.45 instead of \$5.15 inbound charges.

Naturally such an increase of expenses is resisted; and as the law (Sec. 17, Ch. 222, S. L. 1907) reads that "nothing in the act shall be construed to prevent any person from selling grain by sample, regardless of grade," Mr. Smiley has advised Kansas shippers who are desirous of avoiding these charges by selling his grain by sample to make a notation on his bill of lading, notifying the Kansas inspection department that their inspection is not desired, and to notify the receiver or commission house that the grain is to be sold by sample and authorize them to refuse to receipt for samples if delivered by the Kansas Inspection Department. "Samplers," Mr. Smiley gave notice, "will be provided to sample all cars immediately on their arrival in the city and the samples will be taken to the Board of Trade floor for sale." These samplers have been provided by the Board of Trade.

Acting in harmony with Mr. Smiley in this matter are both the elevator companies and the carriers. The elevators on April 1, in order to avoid the action of the law, surrendered their licenses as public elevators for the handling of Kansas grain, and issued orders refusing Kansas inspectors entrance to their houses for inspection purposes. Both Inspector Gordon and Railroad Commissioner White, formerly grain inspector, insist, however, that this action will not avail to defeat the operation of the Kansas law, all the elevators in question being located on Kansas soil. At any rate, Inspector Gordon's men are still inspecting grain and he has notified the carriers that they will be held responsible for the payment of the state's lawful fees. The Board of Trade and Mr. Smiley believe that as the grain is consigned to Kansas City, Mo., it cannot

legally come under the control of a Kansas inspector notwithstanding the elevators into which the grain is unloaded are in Kansas.

[For the "American Elevator and Grain Trade."]

THE VELVET BEAN AND CORN FOR HOG FATTENING.

BY N. L. WILLET.

There are few sections in the whole South more interesting today agriculturally than southern Georgia. Immigration is flowing rapidly into that country. The ever-flowing artesian wells give the country fine water. The climate is good; the soil is light and easily handled; the country is level. There are some portions of this country though, that are by no means rich as regards the soil. The pine forests have mostly been removed. In order to get green grass for the stock, these forest lands are burnt each season and in a week or so thereafter the wire grass comes up all green. But this process of burning destroys all the humus of the vegetation that would annually and naturally go into the soil.

Now, just what to do with this poor soil has been a problem; but keenly intelligent farmers have now absolutely solved this problem. The stumps are pulled up with mules, chains and lever power. Corn is sown and planted say two feet in the drill and in 6-foot rows, one sack of guano to the acre. Between each hill of corn and in the drill are planted along with the corn two velvet beans; and when the corn is a foot high, two or three velvet beans are planted in the middle two feet apart. The corn is not gathered. After frost, the hogs are turned in. If there are not too many hogs, they can feed on the vines and beans for three months. I have absolute definite reports of hundred-acre fields in which each 100 acres have fattened 400 hogs. These reliable correspondents report that some of them make \$2,500 worth of meat at a cost of not over 2c a pound.

Now comes an added quality for the velvet bean. It is a legume having a large root system, the vines themselves running all the way from 15 to 40 feet and bearing large clusters of velvet beans. My correspondents report that aside from the feeding value to their hogs of the velvet beans, that the amount of fertilization left in the soil by the velvet bean roots amounts to \$2 or more per acre. By the above system these poor lands are being rapidly brought into a fairly rich arable condition.

One correspondent writes of 100 acres which had been under rental for a series of years but without the slightest profit to himself or his tenant. He finally put his 100 acres down to the velvet bean, corn, and the hog system, and in two years' time he was making on this land 33 bushels of corn per acre.

The value and the uses of the velvet bean are startling. They promise for feeding purposes in the field and for land manuring purposes the widest and most general uses. The acreage seed cost is but a trifle. Vines and the beans on the vine are greedily eaten by all cattle. The root system and the nodules on the roots are longer than that of any leguminous plant. South Georgia and Florida are fast coming to be great cattle and hog countries. Hogs can be raised there more cheaply than on corn in the West. There is no gathering and feeding of the crop. The hogs attend to all that. The velvet bean seems especially to be the salvation of the poor wire grass section of south Georgia and Florida, a section which has been so long burnt over and whose soil has become almost valueless.

Let me add, as a foot note, that this annual burning of the wire grass lands kills out, unfortunately, too, all of the young long-leaf pine trees that come up from the pine mast, and thus is prevented the reforestation of the country to this wonderful tree—the yellow long-leaf pine. The lumber of this pine today is worth \$35 to \$40 per 1,000, and turpentine is selling from the turpentine farms at \$1.03 a gallon, whereas a few years ago the price of it was but 25c a gallon.

Orange County, Texas, farmers say that the in-

credibly large numbers of black-birds have become a menace to corn and other crops. The birds are more numerous than ever before and the shotgun makes little impression on them; but it is said that certain farmers have devised a trick by which, using an ordinary mirror on sunny days, they reflect light from the sun on the birds, with the result that they are always put to flight. The light can be used to advantage several hundred yards.

M. J. YOUNG.

The "Sidney" line of grain elevator machinery, manufactured by the Philip Smith Mfg. Co. of Sidney, Ohio, is not only an intrinsically excellent line but is represented on the roads and at conventions of grain dealers by a very capable and excellent young man—M. J. Young, the subject of this sketch.

Mr. Young in a way has grown up in the business. Scarcely twenty-four years of age, he entered the employ of the Sidney firm about five years ago as stenographer and office man; and such was his integrity, innate ability and acquired habit of general usefulness to the company in so many different



M. J. YOUNG.

ways, that his advance was rapid until he now has charge of the advertising and circularizing department. During the period of his apprenticeship, as one might term it, Mr. Young also familiarized himself thoroughly with the "Sidney Line" from the technical side and studied the planning and installation of grain handling machinery, so that while traveling in the interests of the house or talking to the trade of the merits of the "Sidney Line" is amply qualified to explain the advantages of his line to prospective buyers, from the strictly practical side.

Mr. Young attends all the state and very many local meetings of grain dealers and always has some useful souvenir or remembrance for distributing from the Philip Smith Mfg. Co. He is genial and sincere in manner and has made very many friends during the brief period he has been representing the "Sidney Line."

ANOTHER B/L FRAUD.

A fraud perpetrated by means of bogus bills of lading, that cost the millers and grain buyers of Portland, Ore., several thousand dollars, came to light recently when a warrant was issued for the arrest of one C. B. Brooks.

It appears that Brooks (?) went to Portland some time in February and gave out that he repre-

sented certain farmers on the Oregon Short Line in Idaho, particularly in the district of Twin Falls, and that he would deal in hay and grain. He deposited a little money in Portland banks and persuading Portland dealers to identify him, obtained a good standing. His first operation was in hay. Several firms bought hay of him and it was promptly and properly delivered. These transactions inspired confidence and when he began selling grain his integrity was not questioned.

Finally he sold oats to the Albers Milling Company at Portland, who advanced to him in cash about 80% of the face value (\$1,500) of oats represented by a certain bill of lading. The grain not being promptly delivered, inquiry developed the fact that the bill of lading and others showing up later were all forgeries. Brooks left Portland early in March, taking with him his bank assets, but before going sold 100 tons of hay to the same company for \$11 a ton, to be shipped from Twin Falls, Idaho. The hay came in, but in view of the alleged grain fraud, the question now confronting the company, as well as other firms that have received consignments through Brooks, is whether he paid the farmers in Idaho.

THE DOMINION ELEVATOR BILL.

The Government's bill for a new grain act is having serious opposition in the Senate at Ottawa, and its fate is as yet by no means certain. In the first place, the gradings of wheat established by the bill are not entirely satisfactory, since only "Manitoba" and "Northern" grades are re-established: whereas, it is complained, "there are some new varieties being grown in the West that have a high milling value" that do not seem to be legally recognized. For example, there is the "Preston," now quite extensively grown in the more northerly latitudes because it matures ten days earlier than the other varieties. Moreover as one senator pointed out, "No. 1 Manitoba" is becoming a misnomer, as the grain is disappearing and giving place to "Hard" wheat.

Another objection to the bill was suggested to the senators by Mr. F. T. Heffelfinger of the Peavey interests, now operating very largely in Manitoba and lessees of the Canadian Northern Railway Elevators at Fort William. "The bill provides that no one can own or operate a Canadian terminal elevator who deals in grain or who is interested in the storage of grain in any other form. We have control of terminal elevators at Fort William and Port Arthur," said Mr. Heffelfinger. "We own and operate five hundred country elevators in western Canada, and we have invested over three million dollars in them. We deal in grain. In fact, we are the largest grain dealers in Canada, and we have to buy grain as a part of our business. This bill will prevent our continuing in business and will destroy our investment."

Mr. A. N. Searle, representing other Minneapolis interests in Canada, said to the same gentlemen that those interests had "no objection to the strictest inspection of the operation of the terminal elevators at Fort William and Port Arthur." In fact, he would be willing to have the employees appointed by the government of Canada; but it is necessary to the continuance of business that a firm allowed to deal in grain should be able to control country elevators and to operate terminal elevators.

Mr. Heffelfinger further told the senators that the terminal elevator men do not wish to mix grain or to evade the law in any way. They want to do business under the law and according to law, but they want the law made so that they can continue to do business.

There are those who agree with Messrs. Heffelfinger and Searle in thinking the bill so exacting in its terms that it will "plug the wheat spout" by discouraging investment in the grain business at the "Twin Ports." By the terms of the bill every terminal elevator must have a license in order to carry on business, such license being revocable by the Board of Grain Commissioners "upon a summary proceeding before the Board," from whom there is no appeal; and in the second place, the bill provides that no person owning or operating terminal elevators shall

be "a shareholder in a company which buys or sells grain in Canada or *elsewhere*, or who is individually or as a shareholder in a company interested in the storage of grain otherwise than in a terminal elevator." This is specially severe on the line companies of whom twelve own terminal houses handling the grain from 1,600 country houses; among these we find such concerns as the Quaker Oats Co., with a "terminal house," within the meaning of the act, at Peterboro; the Ogilvie Milling Co., and others of like nature. One senator (Watson) even went so far as to say that he "did not know that mixing would be so bad for the farmer after all."

On the other hand, the grain merchants and grain-buying millers, like the members of the Toronto Board of Trade, the Dominion Millers' Association, advocate the retention of the sections of the bill complained of. J. D. Flavelle, representing the Dominion Millers' Association, said to the senate committee having the bill in charge that the Eastern millers wanted the prohibitions mentioned in order to ensure that the wheat of a given grade would be equal in quality, when millers purchased it from terminals, to the average of the same grade when it was purchased from the farmer and went into the terminals. He maintained that a much larger quantity of wheat had been shipped out as high grade wheat than had been shipped in, and that something was necessary to prevent this manipulation. If the high standard of the Canadian grades was maintained he had no fear that wheat would be diverted to the Duluth route, where it would be mixed and placed on the market in an inferior condition. He did not agree with the elevator men that to separate the interior and terminal elevator interests would be to confiscate the terminals, because the terminal elevator business was in itself a very profitable one and would continue to be so as the production of the West increased.

A. O. Hogg, representing the grain section of the Toronto Board of Trade, said that body had endorsed the sections. They believed that the wheat which the exporters and the millers received from the elevators owned by grain dealers was not up to the average of the same grade as it was bought from the farmers. The wheat they got barely skinned the grade, whereas the wheat as it went into the elevator averaged between this condition and the next higher grade.

On April 4 the committee eliminated that part of the act complained of by Messrs. Heffelfinger and Searle.

MORE PURE FOOD FINES.

The U. S. Department of Agriculture has published notices of judgments in two violations of the Food and Drugs Act, based on findings of adulteration and misbranding of oats. One is against the Pendleton Grain Co. of St. Louis and one against the J. B. Edgar Grain Co. of Memphis, Tenn.

In the first named case the oats were sold as "No. 3 white oats," but, says the notice of judgment, "an examination by the Bureau of Chemistry of a sample of this product taken from the aforesaid shipment disclosed, in 25 grammes of the product, the following ingredients, to wit: Oats, 18.4 gm = 73.6 per cent; barley, 2.1 gm = 8.4 per cent; miscellaneous weed seeds and chaff, 4.5 gm = 18 per cent," and this examination "showed that the product was adulterated and misbranded within the meaning of the Food and Drugs Act." In the case against the Edgar Grain Co. the oats were sold as "No. 2 white oats," but on examination "the product was found to consist of oats, 85%; barley, 7%; wheat, 1%; chaff and weed seeds, 7%," and hence was "adulterated and misbranded," etc.

Mr. Sydney Buxton stated in the British Parliament recently that of the total estimated consumption of wheat and wheat flour, equivalent of grain, in the United Kingdom during 1910, namely 275,200,000 bus., 53,600,000 bus. represents the home production of the year (less domestic exports), 97,600,000 bus. the net imports of wheat and flour consigned from British possessions, and 124,000,000 bus. the net imports consigned from foreign countries.

WESTERN CANADA ELEVATORS.

The bill organizing the Saskatchewan Co-operative Elevator Co. has passed the legislature, and having been approved by Lieut.-Gov. Brown is now a law.

The provincial treasurer of Manitoba on March 24, in reply to an inquiry, intimated that it was not the intention of the Manitoba government to extend the elevator plant either by buying or building further houses. Of the amount in the estimates



VIEWS IN BLOOMINGTON, ILL.

1. McLean County Court House. 2. So. Center Street, looking north. 3. South Side Court House Square. 4. The Water Works Reservoir. 5. So. Center Street, looking south.

last year for this purpose, \$70,000 remains, which goes towards completing elevators now in process of construction or purchase and in making alterations to elevators already purchased.

The Chicago Board of Trade transportation department issues the following: "Considerable complaint is made by the board on account of failure of the Eastern out bound lines to incorporate in their tariffs the provision of the Interstate Commerce Commission that 'when the carrier cannot furnish a

car of the capacity desired by the shipper, and for its own convenience does provide a car of greater capacity than that ordered, such car may be used on the basis of the minimum carload fixed in the tariffs for car of the capacity ordered by the shipper.' We have requested the east bound lines to incorporate this provision in their tariffs, and the matter is now under consideration. The tariff of the Wabash contains the above provision."

ILLINOIS ANNUAL MEETING.

An interesting and quite enthusiastic meeting of the directors of the Illinois Grain Dealers' Association and a few others interested in the association was held at Bloomington on April 6, to arrange the program for the annual meeting of the association to be held at Bloomington on June 13 and 14. There were present, Messrs. Powell of Tuscola, Shellabarger of Decatur, Tyng of Peoria, Cole of Bushnell, Hamson of Dwight, Collins of Garrett, Hubbard of Mt. Pulaski, Baldwin of Decatur, Hilmer of Freeport, Truby of Joliet, Metcalf of Illiopolis, Beggs of Ashland, and Lloyd, Baldwin and Probasco of Bloomington, Sec'y Strong, Miller of the Chicago Weighing Department, and Stansberry of Rogers Grain Co., Chicago.

Vice-president Hilmer occupied the chair. Various subjects to be treated on the program were discussed, and the following were agreed upon, and the secretary instructed to invite the certain gentlemen named and others to prepare addresses on the subjects named, as the basis of further discussion at the hands of members of the convention:

- (1) "The Moisture Tester," by Mr. Duval, Chief of Bureau of Grain Standardization.
- (2) "Claims," by W. R. Bach, the association attorney.
- (3) "Ethics of the Grain Trade," by J. Ralph Pickell.
- (4) "Crop Improvement," by Bert Ball.
- (5) "How to Grade Corn on a warm day, that has been frozen."
- (6) "Is it Possible to Establish a System of Graduated Discounts on Off-grades?"
- (7) "The Call Rule of the Chicago Board of Trade: Is it Inimicable to the Interests of the Country Dealer?"
- (8) "Should members of the Council of North American Grain Exchanges Maintain the Uniform Grade Rules in Practice?"
- (9) "Is storing Grain Good Business Policy, whether a Storage Charge is Made or not?"
- (10) "Relation of the Illinois Grain Dealers' Association to the Farming Industry of Illinois."
- (11) "Room vs. Track Inspection as Viewed by a Country Shipper."

This is, of course, only a tentative program, and the actual "list of events" for June 13 and 14 may be entirely different when it comes to be printed; but at any rate an effort will be made to hit the bull's eye with the pressing questions of the day; and any Illinois reader who has a suggestion to make will give Secretary Strong a pleasure by sending it to him at Urbana.

The Bloomington committee is at work on the entertainment program, and the city will undoubtedly do its duty in that regard. The city itself will be an attraction to many; and it may interest the reader to know that the first grain dealers' association organized in the state grew out of a meeting at Bloomington many years ago, of dealers who were interested in the grain-dump prosecutions by rival claimants to the patent. After the immediate object of this meeting, held somewhere in an upper room on the south side of the square, shown in our picture, was accomplished, a discussion of some of the sore spots of the grain trade resulted in the formation of an association to "go after them." Director Beggs of Ashland was a member of that body, and he has been "on duty" from that day to

Although Mississippi in 1910 produced a greater quantity of corn than at any time, at least since the Civil War, developing a considerable intra-state business, the state has still been a heavy importer of corn for feeding.

[For the "American Elevator and Grain Trade."]
THE GRAIN TRADE OF THE PAST.

IV.

BY DANIEL McALISTER

It may be interesting to some of your readers to know that in the palmy days of prosperity, here at Columbus, twenty-five to forty years ago, dealers used frequently to advance money to assist farmers in harvesting their crops. The same practice is no doubt still customary in some parts of the country; but I have a case in view, and so unlike the ordinary, that I feel I may tell of it. It is unlike "the ordinary" in this, that it shows that even in the rush of business men have always some concern for what is called "the future." Listen. There came into our office one day, some thirty years ago, a man who had some grown-up sons, who told me that his crop of wheat was nearly ready for the reaper; that he would have to have some money for the cutting and the thrashing. I told him he might have the money, if we should have his wheat. I gave him fifty dollars; and we got the wheat, eleven hundred bushels, and we settled up, too, nicely. Next year he came again and got ten dollars only—wasn't going to have as much that year; not half as much as the year before.

We got the wheat all right; but when we came to settle up he said: "This money isn't mine; it's going to my sons. I'll pay you the ten dollars afterwards." I let the account stand, but wondered just a little bit. The next year thereafter he came again, and sold us twelve to fourteen hundred bushels. It took him nearly a month to haul it in; and he did it all himself, a load each day, and then came in to settle, as before. The ten dollars was still standing on the books.

I went to the bank to get the currency, thinking I had better be prepared; for I had made up my mind to deduct the ten dollars, whether he said so or not. After figuring up the wheat, I offered him the money, taking out the ten dollars, as above. He looked at me, and said: "You'll have to pay it all; the money belongs to my sons; the only interest I have in it is the hauling." "If it belongs to your sons," said I, "why is it that they have never been here to see me? Besides, you have been about three weeks hauling the wheat, with a two-horse team; you can pay the ten dollars out of that, if you wish to; or you may owe it to them, for a while; you have owed it to us nearly two years, and ought to be glad of this chance to settle it." He began to breathe fast and to show marked signs of anger. Then, with emphasis and deliberation he said to me: "If you don't pay me, and right away, I'll go straight and sue you." "All right," said I, "we will be there to answer your claim. If you get a judgment against us, it will be paid, for our firm is perfectly solvent; but if we have to pay the ten dollars you have already received over again, it will be paid at the court house, not here."

He was angry. I was not; and, in a half-way soothing tone, I said to him, "Now, listen, my old friend, I want to talk to you, a word or two. I am a younger man than you are by many years, and in all human probability, barring accident, may outlive you. If such a thing should happen, and I should pass your grave, no matter what I'd find there on the tombstone, I would read between the lines, 'Here lies a dishonest man—one who could have paid his debts, but would not.'"

He seemed to be confused, but started out and went away. My business took me to the front, to pass inspection on some clover seed. I watched the old man going up the street, a pushing, energetic man, but sadly marked with labor and the weight of years. He stopped when at the crossing just a square away, took off his hat and rubbed his brow, looked north and south, then turned round and hastened back. As though impatient to be done with it, he called to me from fifty feet away, saying, "Dan, take out that ten dollars and give me the money; I don't want no inscription like that on my tombstone."

There may have been some thought of prudence in the act, but there was much emotion in his

words, and what he did removed those uncarved lines. He simply had forgotten; but I never saw him afterwards.

THE CARES OF PROPERTY.

One of our patrons, thirty years or so ago, was a rather intelligent looking German, with a pronouncedly foreign accent in his voice; light complexion and a rather dapper personal make-up, whose wife had died some years before. We had bought his crop of wheat and oats; and at the time in question he had just finished its delivery. It was in the fall of the year, and the weather was cool; so that in addition to his grain bags he had with him some wrappings used in the morning to shield him from the cold while driving in. I had just paid him off; and with his money in his pocket he began gathering up his things to start for home. Suddenly he dropped his armful of stuff on the floor and stepping over towards me said: "Er es somedhing I vant ask you 'pout, I vant to know ef dher es some vay how I can fex id so my roy he ton't ged my money ef I am tead."

The remark started thoughts quickly through my head. "What is the matter with the boy?" thought I; and I even put my wonder into words, for, while I had often heard of men planning to keep their widows from getting their estates, in case of death and second marriages, yet I had never heard of a father who would deprive his children of such benefit.

In answer to my question he replied, "Oh, he is a tam fool; he'll getten trunk all de dime; he'll no kumen in e town ober vat he getten trunk."

This started me to wondering again, for I knew the old gentleman had a farm that was worth ten to twelve thousand dollars, besides his personal estate, and was himself past middle life; so I asked him, "What are you going to do with your money? You can't take it with you." His answer to this was, "Yes, ober you see, I got a couple tam fine kerls ta home—I go kiv id to dhem."

This sent another train of thoughts through my mind, for I had read of that scriptural injunction which says: "And for this cause shall a man leave his father and his mother, and shall cleave to his wife," and vice versa. So I said to him, questioningly, "How old are those girls?" "Vell, one es sixteen, en one es fourteen," said he; "er do all my cooken, melken, everydthing." Then, judging from his personal appearance something of theirs, I said, "Pretty nice looking little girls, aren't they; just growing into womanhood?" Apparently to avoid boasting of his own children he said, modestly, "Oh, so so."

Here is where I put my thoughts into words, and I said to him: "Did it ever occur to you that one of these days, perhaps within a year, some stranger might come tripping along and ask that sixteen-year old girl to go with him, to his home, and that she might go; and then, again, within a few years more, some other one might come and take the younger girl away; and, then, that both of those young fellows might be 'scalawags,' since sons-in-law are hardly ever better than the sons?"

He rubbed his hand across his chin, put on a thoughtful look, and said: "Doht's so; I'll not dhenk apout dhot afore." Then he stooped to pick up his things again.

"Hold on," said I; "I want to talk to you a little. How would it do for you to sell that farm and the other things you have, and put the money in your pocket, or in bank, where you can get at it, and then just spend it as you go. You could manage to spend it all, and, then you would have nothing to trouble you when you come to die?"

"Oh, doht's all right," said he; "ober a fellow can't tell how long he go live."

His case impressed me. It was a beautiful illustration of Longfellow's lines:

The millstone and the human heart
 Are driven ever round;
 If they have nothing else to grind,
 They must themselves be ground.

I never saw him afterwards.

[TO BE CONTINUED.]

South Dakota has begun raising broom corn and is beginning to "look twice" at durum wheat.

[For the "American Elevator and Grain Trade."]
SOME OBSERVATIONS CONCERNING THE GRAIN BUSINESS.

BY L. C. BREED.

There is close competition in the cash grain business of the large centers, consequently a small business in that line will not prove satisfactory. The handicap which ten men doing a business of say \$100,000 a year in gross sales each, in competition with one concern doing \$1,000,000, is very great. If the net profits of these ten men on which they support their families was, say, \$1,200, probably the large concern would clean up \$15,000 on the same margin of profit. The reason why the latter would make more than ten times as much as the former is that it would not cost ten times as much for one concern to handle the \$1,000,000 worth of grain sold by the ten parties.

The large primary grain markets have on the one hand lost out to interior distributing markets to a considerable extent, and on the other hand there have been created many new primary markets in the new grain producing districts. Interior millers also have increased their capital and storage facilities and take a larger percentage of the locally raised grain than formerly. Certain sections have increased their crops of corn and oats which formerly drew these supplies from the old primary markets.

In view of the fact that there can be no pit trading except in a market which carries a stock of the grain traded in, it follows that it is due to dealing in futures that a certain proportion of the grain handled in the old primary markets is drawn to them, and also that the volume of pit trading is bound to bear a definite relation to the stock of grain carried in any market where option business is done. If trading in futures in St. Louis, for example, was abandoned, its cash grain business, both in receipts and shipments, would very materially shrink.

Reverting to the statement that the grain business is done on a small margin, it follows that a market which has to stand charges from which another market is exempt is under a handicap. It makes no material difference whether these charges fall upon the commission merchant or the shipper. If the commission merchant has to pay them and includes them in his account of sale, it tends to divert grain to other markets; if the shipper has to pay them, he is not on an even keel with shippers in other markets.

The grain business is subject to serious handicaps which cannot wholly be avoided. There is either too much grain raised or too little, one year compared with another. It is either mostly of good quality or largely off in grade. The big speculators attempt to engineer "squeezes," and the railroads discriminate against one market in favor of another to get the longest haul, or for some other reason. The farmers are gradually working into the elevator business; and in some instances instead of consigning their grain to a terminal market they have become shippers and sell their own grain through a superintendent in their employ.

Turning to the option business, houses that mainly confine themselves to that branch cannot reasonably count on the patronage of the general public to any large extent, if the prospects of a large crop of wheat are realized; for the reason that transient speculators usually take the long side of the market, and begin to operate after having for some time had their attention called to reports of shortage and advancing prices.

The best feature of the situation at present is the likelihood of an opportunity to export both wheat and flour to a larger extent than has been possible for some years past, in view of the amount of wheat held over, both visible and invisible, and the indications of a bumper crop of winter wheat. If this is supplemented by a good spring wheat crop, to say nothing of the confirmation of the Canadian reciprocity agreement, there should be plenty of business the coming season for the handlers of grain in all markets.

NEW MODERN PLANT OF THE ORVILLE SIMPSON CO.

The Orville Simpson Co. of Cincinnati, Ohio, successor to the Straub Machinery Co., has just completed a modern factory for the manufacture of their lines of grain and milling machinery at 1224-1242 Knowlton Street, Cumminsville, a suburb of Cincinnati.

As the grain trade in general knows, the old Straub Machinery Co. was located at 1950 to 1958 Sixth street, Cincinnati, where they had been for the past fifteen years. Under the management of Mr. Orville Simpson, head of the present company, the business there had enjoyed a steady growth. Originally but one building had been leased; then an adjoining building was purchased; still later two additional buildings were leased and the expanding business made it necessary to build last year the present plant which is shown in our illustration.

The lot on which the building rests extends some 400 feet in the rear and 200 feet at the side to provide for any future possible additions. In size the factory is 305 feet in length by 140 feet in width built of iron and brick with saw tooth constructed roof. As an evidence of the light and ventilation

nections with the Big Four and B. & O. railroads. Adjoining the plant there is also located the freight depot of the Ohio Electric Traction Co.

The officers of the Orville Simpson Co. are Orville Simpson, president; Paul Naehner, vice president; Lowe Simpson, secretary and treasurer. W. H. Houghton, formerly manager of the Richmond City Mill Works, Richmond, Ind., has recently engaged with the firm. These officers made a notable success of the business at the old plant; the new and modern factory, the old energy aided by modern facilities can only presage a successful future.

MARKETING RICE.

The rice crop of the Southwest having increased more rapidly in proportion than the American consumption, the growers have been seeking a means to maintain prices in spite of the apparent overproduction. The plan now being tested out is to sell through central selling agencies which handle both the rough and the cleaned rice.

The Southern Rice Growers' Association at Beaumont, Texas, is the largest of these associations; and about the middle of March it attracted attention by making one sale of rough Japan rice which covered about 250,000 barrels, representing in money

and millers and has been formed for the purpose of handling the rice direct from the mills and selling the product. The headquarters will be in New Orleans, and it is stated that eighteen mills in Louisiana have already contracted to sell their entire output to the new company. In time, selling agencies will be established in every important city in the United States. Rice is now sold by sample mainly. It is the hope of the officers of the new company to be able to establish standard grades for rice the same as standard grades have been established for wheat, corn, oats and other cereals. The company will handle Louisiana rice exclusively and expects from the start to control the sale and distribution of about two-thirds of the crop.

The officers of the company are F. A. Godchaux, president; A. Kaplan, first vice-president; C. S. Morse, second vice-president; W. B. Conover, secretary, and J. A. Foster, treasurer. Among the directors are J. W. Myers, John Greene, J. Frankel, J. A. Roller and George Hathaway.

AN ANTIPODEAN VISITOR.

Sir Thos. Price, Railway Commissioner of South Africa, is making a tour of the grain markets of North America, with a view to obtaining informa-



NEW MODERN PLANT OF THE ORVILLE SIMPSON CO., AT CINCINNATI, OHIO.

there are over 1,200 lineal feet of skylights, each running 9 feet in height and affording over 10,000 square feet of glass surface.

As one enters the building he first comes to the general offices. These are large, light rooms for the bookkeeper, cashier and stenographers and private offices for the president, sales manager and superintendent. Just in the rear is the bolting cloth department, a large light room with fireproof vault for stocks of bolting cloth. All the machines here are electrically driven. Opposite, and separated by a hallway which leads to the machine shop, is the draughting room, which is equally large and light.

The corrugating room is next met with as one enters the general machine shop. There are nine large machines kept constantly busy here, and the accuracy and quality of the work done in this department has made it sought after by millers in all sections. The machine shop is 100 x 140 feet and fitted with all necessary heavy duty machines of late pattern. The wood working shop follows with provisions for wood working machines and millwrighting work.

In the rear are the burr stone shops and pattern storage. The first floor is divided into storage and warerooms for finished machines.

The power equipment consists of a Natural Gas Engine driving a dynamo from which electric current is distributed to the various machines, all of which are motor driven. Heating is by the hot water system with special arrangement of overhead pipes. Natural gas is used for fuel beneath the boiler. The entire plant is equipped with automatic sprinkler system from city mains. Shipping facilities include the location on the C., H. & D. and con-

approximately \$650,000. This rice was sold at association prices and on association grading, and it went to six mills. The rice when sold was in warehouses throughout Louisiana and Texas, and was sold to be delivered to the purchasing mills in accordance with their locations in the same states so as to take advantage of the transportation charges and other physical factors involved in the movement. It was intended to deliver to each of the purchasing mills not less than thirty thousand barrels and not more than forty thousand barrels. This margin was reserved in order that the interests of both purchasers and sellers might be best served in freight charges.

This sale closes out all the rough Japan rice held by the growers.

The Southern Rice Growers' Association was organized last fall when the rice market was demoralized and has been fairly successful so far. A fair price was fixed for the rice handled during the winter and in a few weeks the market was strengthened by 50c a barrel and eventually the actual selling price of rice had gone beyond the schedule fixed by the association. Believing that the price fixed was warranted by the market conditions, the association held back its rice until the sale noted above. It is now predicted that the remaining Honduras crop will be handled in the same way, and that the rough and clean market will be practically clear of 1910 crop when the 1911 crop comes on.

An organization of a somewhat different nature has just been formed at New Orleans with F. A. Godchaux as president, called the Louisiana State Rice Company, with capital of \$500,000. This company is composed of land owners, canal operators

tion upon our methods of handling grain. His own country, although an importer of wheat and flour, is already a considerable exporter of "mealies," Indian corn, especially from the east shore ports. This grain is of the small kernel type, but is quite as good as American corn of similar type and in the main, owing to government supervision and inspection of exports, reaches Europe in better condition than some of the corn shipped from America.

Sir Thomas said that he believes South Africa is now ready to ship an average of 160,000 tons a year. At present South Africa ships its corn in sacks, but the government is considering the project of shipping in bulk. He will see how grain is handled in Montreal and Fort William as well as in Buffalo, Duluth, Chicago, Minneapolis and New Orleans and also in our country station elevators, and report to his government on the subject.

NEW RUSSIAN ELEVATOR.

The "Handelberichten" (The Hague) of March 2 announces, on the authority of the Netherlands embassy at St. Petersburg, that the Libau bourse committee have drawn up plans and specifications for the erection of a grain elevator in Libau harbor. The elevator will have a holding capacity of about 64,000 tons, and the cost of construction is estimated at 1,000,000 roubles (about \$1,500,000). It is understood that the carrying out of the work will eventually be undertaken by the Russian Ministry of Commerce and Industry.

The State Grain Commission of Oklahoma has reduced the inspection fee from \$1 per car to 50c.

[For the "American Elevator and Grain Trade."]
DAMAGES RECOVERABLE FOR CORN RECEIVED IN BAD CONDITION.

BY J. L. ROSENBERGER,

Member of the Bar of Cook County, Illinois.

In an action by the purchasers of two car loads of corn to recover damages from the seller, if the evidence had been confined to the oral testimony as to the condition of the corn at the time it was loaded, it might fairly be said that the preponderance thereof was with the defendant; but when it must be accepted as a fact that the corn was in bad condition when it arrived in Alabama, and that it would not have been in such a condition had it been all right when loaded, then the testimony of the witnesses as to the condition of the corn when it was loaded was so inconsistent with the physical facts that it is held it should be disregarded.

Proceeding to consider what damages the plaintiffs were entitled to recover, the Springfield Court of Appeals (Mo.) says (Neil et al. vs. Cunningham Store Co., 130 Southwestern Reporter, 503) that when the cars were loaded it was known by the defendant that they were to be shipped to some distant point, and they were so shipped and the bill of lading therefor with draft attached was sent to the plaintiffs. In order for the plaintiffs to get the bill of lading, it was necessary to pay the draft; and therefore the defendant really controlled the property.

If the defendant put into the car corn that was not merchantable and the corn was to have been delivered at Caruthersville, then the difference between the value of the corn at Caruthersville and the amount paid for it would constitute the plaintiffs' damages. But when the corn was to be shipped to another point, and on account of the condition of a certain portion of the corn it was likely to and did damage the other corn so that when the car was opened at its destination the whole car load of corn was unmerchantable, then the difference between the market value of the corn, at Caruthersville and the price paid for it would not be a fair compensation to the plaintiffs for their damages. Some of the corn when loaded at Caruthersville might have been undamaged and worth all the plaintiffs paid for it, but when it reached its destination, and on account of its being mixed with other corn, it had become sour and mildewed and of little value. The defendant, by selling the corn to the plaintiffs to be shipped to another point impliedly warranted that the corn was sound and merchantable, and he should be held liable for the damages suffered by the plaintiffs on account of the corn being in a damaged condition.

By shipping the corn to Alabama the defendant must have known that the plaintiffs were shipping the same to be sold there and were expecting to realize some profit in the transaction; and the defendant must have further known that if the corn was not merchantable upon its arrival, the plaintiffs would be unable to sell the same at a fair market price; and that just the amount they had to accept for the corn less than the market value on account of its unmerchantable condition would be their damages; and the plaintiffs were entitled to their bargain. Furthermore, the evidence showed that in order to sell the corn for the price at which it was sold, the plaintiffs were at some expense; and it seems to the court that they should be entitled, in case the issue on the condition of the corn was found in their favor, to recover such expenses.

Reciprocity with Canada means a readjustment. "Protection in itself is an artificial influence," says the Minneapolis Record. "Over a long series of years this stimulation becomes a normal condition because the beneficiaries and the trade in general are adjusted to the results. Any change must bring about another readjustment which of itself for the time being is abnormal and forces a sharp shift in trade relations. This country cannot go through the period marking the change from the present relations with Canada and those suggested by the trade arrangement without feeling the effects, which for a time, at least, will put certain

industries or enterprises to the test. Having imbibed a stimulant and having lived on it for a few years, it cannot be taken away instantly without creating some disturbance." It is a case of temporary loss to some against permanent gain to many.—*Frank I. King.*

DEATH OF LOUIS E. BARBEAU.

It is with profound sorrow, an emotion that will be shared by the grain trade, that we are called upon to chronicle the death of Mr. Louis E. Barbeau, President of the S. Howes Company of Silver Creek, N. Y. This sad event occurred on March 16, at Los Angeles, Cal. We have no particulars as to his final illness and departure beyond the fact that some weeks ago he left for Los Angeles, as we supposed, to escape the rigors of our northern spring.

It has fallen to the lot of but few men to be so well known to the grain trade, not of one country, but of the whole world, as was Mr. Barbeau. His business career has covered a period of over forty years and he died at the head of a great business, whose service he entered when a young man. His business life is not only by right an intrinsic part of the annals of modern milling and of the grain



THE LATE LOUIS E. BARBEAU.

cleaning machinery business, but will serve as an example of what singleness of purpose and devotion to one's life work can accomplish.

Mr. Barbeau's connection with the business and firm which Simeon Howes established at Silver Creek, N. Y., commenced in 1868. Though a total stranger to Mr. Howes Mr. Barbeau secured the right to sell the Eureka machines in Canada on commission. He made such a successful record as a salesman that the following year the firm employed him on a salary and added New England to his territory. He not only acted as salesman but made collections on his sales as well.

The results of Mr. Barbeau's business were so satisfactory that when in 1880 Mr. Howes decided to reach out for some European trade, he selected Mr. Barbeau to act as his agent, with headquarters in London. Not only was he fitted by twelve years of business experience for this important work, but speaking both English and French with equal facility, and having an acquaintance with several continental languages, were advantages that contributed to the immediate success that followed.

Establishing his headquarters first at 16 Mark Lane, and later, as business expanded, at 64 Mark Lane, London, he commenced a vigorous campaign to make the Eureka machinery known abroad. He canvassed Great Britain first, and later on, traveled extensively in France, Italy, Austria, Russia and Turkey. He was not content with the European market and did not cease his missionary efforts until he had opened up markets in China, Japan, Africa and Australia. He exhibited the Eureka machines at milling and other expositions, and carried off trophies in the shape of medals and awards to the

excellence of the machines which he was making known wherever grain was ground.

Tireless energy of this kind and well-directed ambition rarely fail of material rewards. Mr. Barbeau's quarters in London received successive enlargements. The trade in the Eureka machines was nearly doubled in a few years, and Mr. Barbeau began importing other American machinery. For a number of years he was reported in the British Board of Trade returns as the largest importer and exporter of American machinery in the United Kingdom.

In 1889 Mr. Barbeau purchased from Mr. Howes the foreign business of the Eureka works and the sole right to trade under Mr. Howes name in all countries except the United States, Canada and Australasia. Mr. Howes died in 1892, and the business, having in the meantime been incorporated as a stock company, was bought from the stockholders by Mr. Barbeau, who returned to the United States in November of that year and took possession. As a result of the transfer, Mr. Barbeau became president, and his sons, A. C. Barbeau and M. L. Barbeau, treasurer and secretary, respectively.

Since that time the story of the Eureka works is current milling history. In a little more than a quarter of a century Mr. Barbeau had worked his way from a young salesman on commission to the control of the great business which he was so largely influential in upbuilding. He was a pioneer in the introduction of American grain cleaning machinery abroad, and he well deserves a high place in the roster of those who have made milling history.

He has gone; but he leaves behind a substantial monument that shows what industry and broad business views can accomplish in the span of a human life. May he rest in peace.

RULING ON TELEPHONE CONTROL.

The Committee of the Grain Dealers National Association on Telephone and Telegraph Service, by Edward Beatty, chairman, takes pleasure in giving to the members of the Grain Dealers' National Association a copy of announcement of ruling of the Interstate Commerce Commission in the matter of the application of the Act to regulate commerce, as amended, to telegraph and telephone companies.

The telegraph and telephone companies, with the exception of the independent telephone people in the West, in a hearing before the Interstate Commerce Commission on December 7, declared that they are not commanded by the new Interstate Commerce Law to file tariffs of rates as is required of the railroads, which are subject to the same Act. Attorneys for the telegraph and telephone people said that the transmission of messages was an entirely different thing from the transportation of persons or property, and it was their opinion that the difference between the words transmission and transportation was sufficient to relieve them of the necessity of filing their tariffs. The Commission ruled as follows:

In the matter of the application of the Act to Regulate Commerce, as amended, to telegraph and telephone companies:

Section 1 of this Act, as amended June 18, 1910, contains the following provision: "That the provisions of this Act shall apply to telegraph, telephone and cable companies, (whether wire or wireless)."

The Commission on December 7, 1910, heard arguments upon certain questions arising under the foregoing and other provisions in said Act relating to common carriers of the classes above stated, and upon consideration of the questions then presented and discussed its views in respect thereto are now expressed as follows:

(1) Each and every telegraph and telephone company which transmits messages over its line or lines from a point in one state, territory or district of the United States to any other state, territory or district of the United States, or to any foreign country, is subject to the provisions of the Act.

(2) If a telegraph or telephone company, the line of which is wholly within a single state, territory or district of the United States, receives a message within such state, territory or district of the United States, for transmission to a point without the state, territory or district, which it transmits over its line to another point in the same state and there delivers it to an interstate line for transmission to destination, the first-named company, by virtue of

its participation in this transaction, is not made subject to the provisions of the Act, unless there be an arrangement between that company and its connection for through continuous transmission of such messages, in which latter case all of the participating companies in such through continuous transmission are subject to the provisions of the Act.

(3) If two or more lines are connected so that a person within one state, territory or district of the United States talks with a person at a point without such state, territory or district of the United States, or so that a message is transmitted directly from a point within a state, territory or district of the United States to a point without the same, the transmission of messages in this manner constitutes interstate commerce and brings all of the participating lines within the purview of the Act.

(4) It follows that telegraph and telephone companies subject to the Act, as above indicated, must conform to the provisions of Section 1 thereof requiring that all of their rates and charges for the transmission of interstate messages shall be reasonable and just, and that such companies may lawfully issue franks covering free interstate service or may grant free interstate service to the same extent, and subject to the same limitations, as other common carriers under the provisions of said section.

(5) Such telegraph and telephone companies subject to the Act are also governed by the provisions of Section 3, forbidding any undue or unreasonable preference or advantage by rebates or otherwise or any undue or unreasonable prejudice or disadvantage in any respect whatsoever, and are subject to the lawful orders of the Commission made pursuant to the provisions of Section 15 of the Act, and also of Section 20 thereof, respecting the keeping of accounts and memoranda and the making of reports to the Commission.

The Commission at this time withholds expression of its views regarding other questions which have arisen with respect to the amenability of these carriers to the provisions of other sections of the Act.

THE WORLD'S PRODUCTION OF CORN.

The average annual production of corn in the world for the years from 1900 to 1909 was 88,800,000 tons, although the harvests have fluctuated between a minimum of 63,000,000 tons in 1901 and a maximum of 103,500,000 tons in 1906, or the difference

The total export of corn in 1909 was 4,509,000 tons. Of this amount Argentina contributed 2,276,000 tons or about 50 per cent of its production, while the United States exported only about 1 per cent of its enormous harvest. Russia raised 870,000 tons and exported 536,000 tons, 60 per cent. The Danubian countries together exported 848,000 tons.

The corn buyers were principally United Kingdom, Germany, Holland, Belgium, Scandinavia, France, Italy and Austria in the order named.

BARLEY AND MALT MILL.

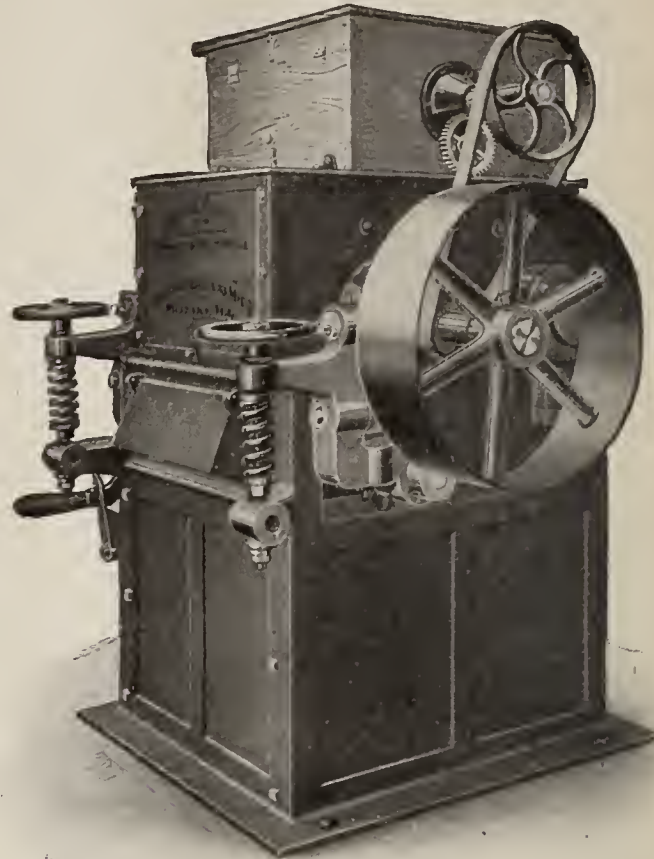
The barley and malt mill illustrated in the accompanying pictures is built by the Barnard & Leas Mfg. Co. at Moline, Ill., in two styles, as shown. The mill is designed to roll steamed barley, oats or wheat or to grind and crush malt and other cereals.

Style A has a very rigid and substantial frame, and is adapted for larger work. It is supplied with ball bearing journals which reduce the frictional load fully 80 per cent and in many cases saves as high as 50 per cent of the power as compared to the babbitted journal rolls. The grinding adjustment is secured by heavy compressed springs which are released by hand-wheels and screws. The adjustment is positive and effective in every way, and when once adjusted the roll can be thrown apart and together again without changing the adjustment. Heavy steel coil springs permit the rolls to yield in case nails, screws or hard substances are accidentally fed in with the product ground.

The method for paralleling the rolls is very simple and efficient. The movable roll is supported on swinging journal blocks which are supported on a heavy shaft extending through the frame of the mill and having an eccentric turned in the solid iron of the shaft on each end, and the swinging journal boxes are fitted to these eccentrics which not only support the roll but are also used to throw the rolls apart by means of a lever attached

mill suitable for their purpose; it is especially adapted for crushing barley for feeding purposes.

In corresponding with the makers state the purpose for which the mill is to be used and full particulars will be supplied by them that will enable



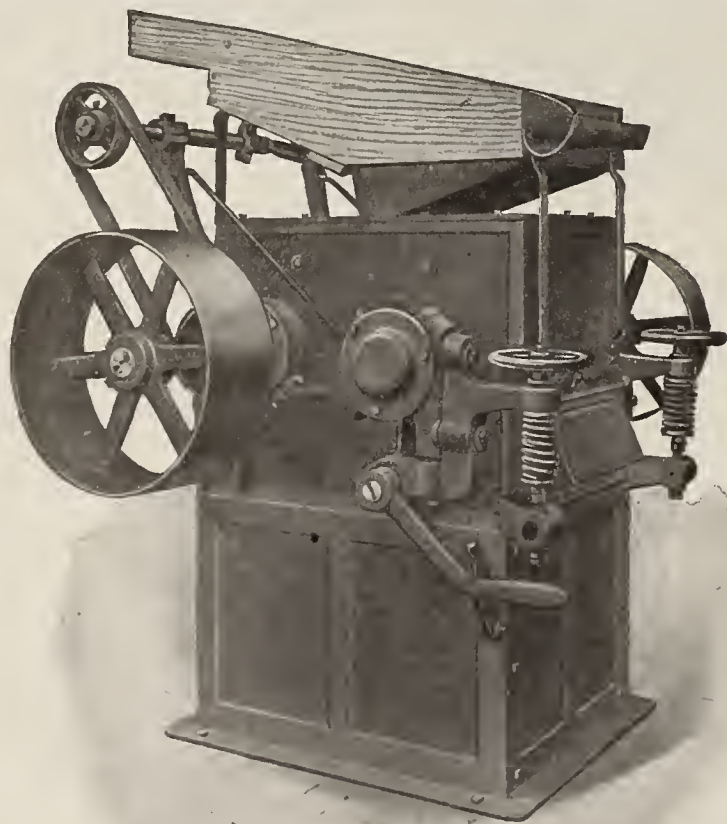
BARLEY AND MALT MILL, STYLE A.

those interested to understand the mill and the details much better than they can be stated here in a general way.

KANSAS CITY FAILURE.

On March 18 an assignment for the benefit of creditors was made by the Perry C. Smith Grain Co. of Kansas City to A. C. Jobes and H. T. Fowler. The liabilities were estimated at \$250,000 and the assets at only \$150,000. Three banks were caught; but they were protected, presumably, by warehouse receipts for three advances of \$120,000, \$40,000 and \$15,000 respectively. On March 21 Mr. Jobes asked to be relieved, and the court constituted Mr. Fowler sole assignee in charge of the business, with bond of \$300,000. The court appointed also B. L. Harges, Philip Carey and James Russell appraisers.

The assets of the broken firm consisted of a "15-cent margin" on 100,000 bus. of grain in an elevator at Buffalo, N. Y., small scattered quantities of grain, and 300,000 bus. of wheat in the Kansas-Missouri Elevator Co.'s elevators at Kansas City, represented by warehouse receipts held by the banks. When, however, the chief creditor, the National Bank of Commerce, to whom the firm owed \$150,000, was asked to present its warehouse receipts, the Bank was unable to do so, and thereupon proceeded to explain that about March 11 the officials of the Kansas-Missouri Elevator Company called at the Bank and asked that the warehouse receipts be turned over to them on the ground that they desired to reweigh the grain in accordance with a requirement of the Board of Railroad and Warehouse Commissioners. The Bank took receipts for the warehouse receipts and turned over the latter to the Elevator Company on the promise that other receipts would be issued and returned to the Bank, but that was not done; but on the contrary receipts for 600,000 bus. of wheat, all the houses contained, were issued to the Hall-Baker Grain Company. This wheat, as Frank G. Crowell of that company has claimed, "is in specially designated bins and is so marked on the board that is used in the office for that purpose. We have receipts for only the grain in our own bins. We were as much surprised as all the others that there was a shortage in the elevator. The wheat we had there was superintended by our own representative and



BARLEY AND MALT MILL, STYLE B.

of near 40,000,000 tons. Of the total, the United States harvested 67,180,000 tons of this average per annum, with fluctuations of 41,000,000 in 1901 to 79,000,000 tons in 1905.

Argentina and Austria-Hungary are now the countries standing next after the United States in the quantity of corn raised in 1909, with 4,900,000 tons for Austria-Hungary and 4,500,000 tons for Argentina. For the same year Mexico was next with a crop of 2,800,000 tons, followed by Italy with 2,300,000 tons, Roumania 1,800,000, Turkey 1,200,000, and Egypt 1,200,000 tons. The other countries raising corn had each less than one million tons.

to the shaft. These swinging journal boxes are in two parts for accomplishing the vertical adjustment of the rolls, keeping them parallel, and these parts are firmly bolted together and as solid as though cast in one piece, yet admitting of an easy and quick vertical adjustment.

The rolls of the Style B mill are 14 inches in diameter with surfaces of chilled cast iron. The mill can be furnished with or without differential according to the class of work to be accomplished, and can be fitted with either belt or gear differential, or both will be furnished for extra price. Owners of feed mills and breweries will find this

we knew at all times what bins it was in and in what amounts."

Thereupon, immediately after the failure of the Smith Grain Company, the Bank began action of replevin against 160,000 bus. of wheat and also for an injunction against the Elevator Company and the Hall-Baker Grain Co. to prevent the latter from disposing of the wheat in the Kansas-Missouri Elevator Company's houses, it having been disclosed that the elevators were short about 300,000 bus. of wheat compared with the outstanding warehouse receipts. An injunction issued temporarily.

This suit was followed by another by the Security National Bank to protect its claim of \$15,000 and the claims of twelve small banks in towns in Missouri and Kansas, aggregating \$125,000. Upon the Bank's application a restraining order was issued against the Kansas-Missouri Elevator Company by Judge E. Porterfield. The order directed that wheat held in the elevator should not be discharged until the case is settled. It was directed also against the Missouri Pacific Railway Company which is interested in the elevator; the Hall-Baker Grain Company and the Smith Company. The plaintiffs further asked that the grain in the elevator be distributed pro rata among banks holding the receipts from the Smith Company. "There should be nine hundred thousand bushels of wheat in the elevator," said the counsel for the Security Bank, "but there are only six hundred and twenty thousand. We want to tie up this until a settlement can be effected."

On March 30 an agreement was reached by which the Bank of Commerce replevin suits were dismissed and all parties interested were to share in the proceeds of the grain on hand. This agreement stipulated that the Hall-Baker Grain Company might dispose of its warehouse receipts against 600,000 bus. of the grain in the elevator, and grain shipping was resumed on March 31, the Hall-Baker Grain Company being required to reimburse the Banks in interest for the value of the wheat, if, upon final adjudication, the Hall-Baker's sole ownership of the wheat in question is not affirmed by the court.

Still later, however (April 1), the Security National Bank appeared in the Circuit Court and insisted that the court appoint a receiver for the grain in the elevator as asked for in the original proceedings. The immediate effect of this action was again to tie the hands of the Hall-Baker Grain Company and to prevent the removal of any more of the grain or the advancing of money against the warehouse receipts held by the Hall-Baker Company.

Harry T. Fowler having been appointed as receiver, an examination of the company's books showed liabilities of \$503,994.86, with no increase of assets beyond what is stated above. At a creditors' meeting a settlement was hinted at as possible; and Attorney Lucas of the Elevator Company advised a continuance until after the investigation of that Company by the Board of Trade committee, which, he inferred, might develop some facts of interest to the creditors.

When the shortage became known the Kansas City Board of Trade appointed a committee to investigate the management of the grain elevators, on the assumption that the shortage indicates a practice by them of permitting registered grain to be shipped out without return and cancellation of the warehouse receipts. The investigation will extend to other elevators besides the Kansas-Missouri Elevator Company. The committee is composed of C. P. Moss, president of the Board of Trade; Robert J. Thresher, vice-president, and George Alyswoth of the Moffatt Commission Company.

"We understand that it has been the practice of at least one other elevator besides the Kansas-Missouri," Mr. Moss said to a local reporter, "to follow the practice of allowing grain to be shipped away without a return of the warehouse receipt. We understand that the Kansas-Missouri Elevator also issued receipts in blank, while they should be issued only in the name of some one. Many grain men have been in the habit for years of not even asking for receipts for their grain. Such practice is at

least careless and allows many loopholes for irregularities. We may find it necessary to pass a Board ruling against such practice."

ELEVATOR AT ANGOLA, IND.

Here is a neat and convenient house, compact and well equipped for doing a station business comfortably and with a minimum of labor. The building is 28x34 feet on the ground and 42 feet high to the plate, with 18-ft. posts to the hip roof. The cellar, or basement, is 8 feet deep, except that for a space of 12x20 ft. under the scales and legs it is 12 feet deep.

The house, which is owned by Campbell & Co., and located at Angola, Ind., has seventeen bins with a total storage capacity for 20,000 bushels. Seven of these bins, located mainly at the corners of the building, extend from the working floor level to the plate, while the other ten bins begin at the 12-ft. level above the working floor. The 22-ft. platform dump scale (Fairbanks) is located in the center of the working floor. This scale has a type-writing,



CAMPBELL & CO.'S ELEVATOR AT ANGOLA, IND.

self-registering beam, with controllable dump, all located on the same floor and protected from the weather.

There are two stands of elevators, between which, on the working floor, is a No. 169 S. Howes Co. Combined Corn and Grain Cleaner from which the cleaned grain falls into the hopper scale located immediately below the cleaner; and from the scale it is sent through a swivel spout to either of the two loft legs as desired. This hopper scale also has the type-registering beam.

All bins are hopped, the bottoms being protected by galvanized steel; all discharge into swivel spouts which control the movement of the grain as desired. The dust collector is located a few feet outside the building. The cupola floor is reached by a man-lift.

The general office is housed in a detached building, in the rear end of which is a 15-horsepower gasoline engine which furnishes power for the plant.

Angola is but one of the stations of Campbell & Co., whose headquarters are at Kendallville.

A PECULIAR CASE.

A somewhat extraordinary case of a man refusing to sign a receipt for money due him, on account of a conflict of business principles with the corporation asking for the signature, is scheduled for an airing before an examiner of the Interstate Commerce Commission, says the Omaha World-Herald.

Augustus H. Bewsher, sole proprietor of the Bewsher Company, and for a number of years the efficient secretary of the late Nebraska Grain Dealers' Association, until he went into business, had several claims for losses of grain against the Union

Pacific Railroad. The company was willing to pay and tendered a voucher. Bewsher signed the voucher, "The Bewsher Company, Bewsher." The railroad refused to be pacified at the form of signature, clamoring about a rule that persons signing firm names must indicate their relation to the firm. Bewsher responded that he held no title, being sole proprietor, and that by the great hornspoon he would sign as he pleased and the company could take it or leave it. The company timidly refused to do anything. Bewsher tried to encourage action by several suits in County Court; and then he asked the Commerce Commission to hold the railroad's rule unreasonable.

THE CORN CROP NOT TOO BIG.

J. P. Griffin & Co., Chicago, published on March 17 a striking circular letter entitled, "Three Billion Corn: Not a Burden but a Necessity," which is worth reprinting as follows:

Year.	Crop govt. estimate. Million.	Carry over Nov. 1. Million.	Farm reserves March 1. Million.	Consumption and invmt. to consumptive channels Nov. 1 to Mar. 1. Million.
1903	2,244	131	839	1,536
1904	2,467	80	954	1,593
1905	2,708	81	1,108	1,681
1906	2,927	119	1,298	1,748
1907	2,592	131	962	1,761
1908	2,668	71	1,047	1,692
1909	2,772	79	1,050	1,801
1910	3,125	119	1,265	1,979
Average consumption Nov. 1 to March 1, seven years previous to 1910.....				1,687

The above table is made up from the Government reports for eight years, and the figures are accepted as to yield, carry over on Nov. 1 of each year, and March 1 farm reserves. The farm consumption and movement to consumptive channels is arrived at by deducting the March 1st farm reserves from the combined totals of yield and Nov. 1 carry over from previous crop.

These figures prove that consumptive requirements gained steadily each year, with the exception of 1908, when seventy to eighty cent corn resulted in lessened demand for all purposes. The year to year increase in consumption has been moderate, until the present year, when it will be observed the increase above last year amounted to 178 millions.

For seven years prior to 1910, the farm consumption and movement to consumptive channels Nov. 1 to March 1 averaged 1,687 millions, against 1,979 millions for 1910. In other words, the present rate of consumption for the first four crop months is 292 million greater than the average for the seven years preceding. Figures do not lie, and the above table proves that in four months we now consume around two billion corn. Ten years ago this would be considered a large crop.

The winter movement of corn is over, and primary receipts thus far exceed those of last year about twelve million bushels. Visible supply and commercial stocks less than one year ago, which is only another evidence of the increased consumption. The very low prices for cash corn has increased the demand on farms for manufacturing purposes, in dairy districts—in fact, in all consumptive channels. All competitive feed stuffs have been selling at three to ten dollars above the corn parity, which fact has naturally tended to promote a maximum corn consumption. The low price of corn has revived the export demand for corn products as well as for corn. The present consumption of corn in the glucose, starch and distilling industries has never before been equalled.

Corn is unlike any other product of the soil, in the variety of purposes for which it is used. For several years our crops have been large, but a steadily increasing population and a revival in the export demand for corn and its products have resulted in consumption keeping pace with production. A few years ago three billions of corn would have meant disaster to the producer. Today we must raise approximately that amount of corn to provide for absolute home requirements. Any subtraction from a perfect outlook for the next crop could easily add five to ten cents to present prices. Corn is cheap, and in our opinion higher values are certain. *A three billion crop is not a burden, but a necessity.*

MICHIGAN BEANS.

Michigan is the largest producer of navy beans in the United States, and in 1910 the total crop approximated 6,150,000 bushels, although the season, being a wet one, was adverse to a maximum yield. The average yield per acre is increasing with better farming and the use of commercial fertilizers; and in the meantime the average price per bushel has been increasing also, from \$1.25 to \$1.50 a few years ago to \$1.70 to \$2.

[For the "American Elevator and Grain Trade."]
FOREMAN SEEBERGER'S DIPLOMACY.

BY GUIDO D. JAMES.

House-foreman Seeberger came into the office with a quantity of good humor, and acted like a hero in a musical comedy instead of facing a real tragedy in actual life. "I don't see anything frivolous in the situation," began the proprietor of the grain elevator, Bill Hunter, looking up from some samples of wheat. "With the farmers plotting against us, and an Alliance elevator in town here, with its penalty clause, our future and success looks like the tail end of a base ball percentage column."



SEEBERGER STARTING THE TUNNEL.

Still Seeberger refused to disband his good humor.

"Take the foolish streak of yours out of here," now demanded and commanded the proprietor, losing his patience; "when you feel more sedate and serious you may return."

The house-foreman now broke the silence:

"I have a little streak of diplomacy in my mental make-up. If you say so, I will practice the said diplomacy on the Alliance and flood your place with the farmers' grain."

"How are you going about it?"

"Real easy. The Alliance elevator here is the poorest and the most out-of-date concern in the country. With only an ordinary wagon scales to weigh incoming grain and a poor track scales to weigh outgoing grain, there is abundant opportunity to practice diplomacy. Will you pay me regular wages for my diplomacy?"

Bill was honest and said, "No." He added that it would not be business ethics to practice deception on a contemporary elevator, even if it were owned and operated by the farmers.

"I know, sir," insisted Seeberger; "but you never saw an elevator yet owned by a farmer that paid in the long run or kept going. Why not bust it up now before they lose out entirely and incidentally help yourself? I can kill two birds with a single diplomatic stone."

"Go ahead, then. If you succeed, I will raise your wages ten per cent. If you fail I will dock you ten per cent for a month. I will also place the blot of the deed on your escutcheon instead of mine."

"All right, sir; I am off. Good bye."

"Good bye."

Seeberger, now with lightened heart and still more humor, left the office and going to the sack-ing room entered into conversation with his assistant, Donovan. "You will assume charge of affairs here," he began, addressing the large Irishman. "I am going away on business. If I never turn up, you and your brother will have to flip up for my insurance."

"Don't go, Mr. Seeberger; I don't want your money. I'll bet a hat that you are going to blow up the Alliance elevator. Not?"

"No; I am a man of peace. Assume charge here, and get out that car of wheat by night. See Flarty, the yardmaster, and make him stick the car onto the through down-freight. He will do it if you insist."

"I will."

The house-foreman with another laugh now quit the elevator; and going down to Schmidt's blacksmith shop, had the proprietor make him out of some scrap iron various sizes of iron weights. This consumed all the afternoon, and it was dark before the man of diplomacy reached his four-room residence on Fleet street. After eating his supper, he loaded himself down with the weights and a spade, and withdrawing into the darkness headed for the Alliance elevator. This place was reached about eight o'clock, city time.

Placing his burden down, he dug a tunnel into the pit of the wagon scales. One end terminated under a board walk, the other in the pit. This being done he crawled into the pit via the tunnel, carrying his weights with him. Whereupon he laughed outright.

Now the greater task presented itself: that of digging another tunnel that would communicate between the wagon and track scales' pits. Resolutely, Seeberger went to work, and by midnight had the job finished. Thereupon feeling a little fatigued and sweaty, he crawled out and went home. Upon reaching home, he found Mrs. Seeberger quietly snoozing. She was not worried in the least over her husband's prolonged absence.

The next morning Seeberger did not return to the elevator in which he was foreman; and when Hunt saw Donovan in charge of the place he had three misgivings enter his heart, together with a quantity of grief. But having remembered that he had given his foreman consent to do the perilous stunt, he swallowed his sorrow and went about his work. He made out a schedule of assets. After that he went to where his automatic grain scale had been installed and tried to forget everything by admiring its beauty and usefulness.

"I won't break down just now," he said to himself; "I will wait." And he waited one, two, three weeks, and was patiently waiting the fourth when one morning three farmers drove up to his elevator. They had been cussing and had just cooled down.

"Say," cried one, addressing Hunt who had now come out of his office, "I am from Fleming County and want to know if you have correct grain scales."

"Sure; I have an automatic one. It weighs correctly to a nicety."

"Well, we will come in and see you. We belong to the elevator Alliance, but we have become insurgents. They worked the rabbit's foot on us, the manager giving out short weights. Farmers can raise the grain all right, but they can't go into the elevator business successfully. We have three wagons of grain here and we want to leave it here."

"All right," laughed Hunt. "Go up the driveway and we'll unload the stuff in a minute. After that I will pay you in cash."

This was quickly done; but before the three had left, other farmers drove up, and by dark instead of Hunt having an elevator filled with echoes he had the bins crowded with corn off the cob and wheat minus the chaff.

About six o'clock the manager of the Farmers' Alliance elevator, pale and frightened, rushed by. He had left his place of business ten minutes before, losing his hat en route, but he did not even pause to regain it. He knew that he had made a failure of the elevator and wanted to quit the locality for fear of being lynched or criticised. As he rounded

a corner out of sight, Seeberger came in sight. Hunt seeing him rushed up to meet the victorious foreman.

"Give me your hand, victor," he cried, shaking his employe's hand. "You deserve all that is coming to you. I will raise your wages and you in my estimation. But how did you break up the Alliance elevator?"

"Easy enough. I hid in the scales pits and gave all the farmers short weight by manipulating the scale weights underneath the beams and gave over weight on the track scales on outgoing grain. To make up for the discrepancy of the latter, I bored a hole in the box car floors so the overweight would leak out in time to avoid detection by the weighmaster or his deputy weighman. Was I dishonest, do you think?"

"Oh, that's all right, but you've saved us. It was a 'diplomatic stroke' pure and simple. Can't you come down to my house tonight for supper?"

GERMANY'S CEREAL TRADE.

The official statistics of Germany's exports and imports of cereals for the 12 months ending July 31 last have just been published, and it is interesting to compare these figures and to see how they vary from those relating to the previous campaign. The imports were as follows, this year's figures being given side by side with those for the 12 months ending July 31, 1909:

Imports in tons of	1908-09.	1909-10.
Rye	240,000	320,000
Wheat	2,210,000	2,670,000
Barley	2,260,000	2,770,000
Oats	550,000	530,000
Maize	690,000	650,000
Rye flour	1,500	1,000
Wheat flour	18,500	16,700



THE ALLIANCE MAN LOSES HIS HAT.

The exports for these periods were as follows:

Exports in tons of	1908-09.	1909-10.
Rye	840,000	680,000
Wheat	400,000	360,000
Barley	17,000	25,000
Oats	365,000	570,000
Maize	41,000	46,000
Rye flour	96,000	135,000
Wheat flour	165,000	168,000

From the foregoing tables it will be seen that the exportations of rye and oats during last season were considerably higher than the importations.

[For the "American Elevator and Grain Trade."]
THE COMMERCE OF THE GREAT LAKES.

COMPILED BY L. C. BREED.

Notwithstanding the fact that most of the grain shipments go to Buffalo, there are several lines operating steamers between Ogdensburg, Kingston, the Ontario ports and Chicago and upper lake ports, such as the Great Lakes and St. Lawrence Transit Company, with nine steamers built specially for this service, the vessels having cargo capacity of 2,500 tons each on the fourteen feet draft; and the Rutland Transit Company, with ten wooden steamers having a cargo capacity the same as of the other line. Besides these vessels numerous "tramps" trade on these interlake routes, picking up what cargoes they can, and seemingly earning fair returns.

The harbor of Chicago is one of the busiest in America, and its water front of a narrow, winding river is a veritable working hive of industrious activity. Of itself it offers nothing of attractiveness to the seeker of civic beauty, but it compensates for this in a measure by the number of its entrances and clearances of merchant vessels. These exceed, in all months of the year together, those of any port on the continent; and the volume of its water-borne commerce Chicago is second only to the port of New York, which in turn nearly equals that of London, England. However busy these latter great ports may be with their commerce distributed over twelve months, when it is considered that in the inland lake port practically all the traffic is handled in eight or nine months, an adequate idea of the hurry and bustle during that time is hardly conceivable.

The citizens of this country who with an exalted sense of patriotism are worried over the disappearance of the American merchant marine from the seas may find some consolation in the fact that considerably more than one-third of all the American tonnage is represented by the Great Lakes shipping and that the lake tonnage has increased 69 per cent in the last ten years. More than half of the tonnage constructed in 1907 was on the lakes; and, of the seventy-five vessels of various types put into fresh water, with an aggregate tonnage exceeding 300,000, fourteen were giant ore carriers from 600 to 606 feet in length, fifty-eight and sixty feet beam, and thirty-two feet moulded depth. The cargo capacity of one of these ships is nearly 20,000 tons of ore or coal on a draft of twenty-four feet, but as the present channels in Detroit River, the St. Clair ship canal, and the long rock-cuts of the St. Mary's River, afford a maximum depth of only twenty to twenty-one feet, their capacity is reduced to about 14,000 tons, or in the grain trade to about 400,000 bushels.

The steamer J. Pierpont Morgan, with a length of 605 ft. five inches, is representative of this type; and in a single voyage she carries a cargo equal to the combined capacity of every boat of every description that floated on Lake Superior at the beginning of the Civil War,—every steamer, every sailing vessel, every barge, every bateau, and every canoe. On the day the Morgan was launched the captain who had been detailed by the owners to bring her out stated that it would require every regular trip of the first steamer he commanded, twenty-eight years before, for two and a half years, to carry from Duluth to Cleveland as much ore as would be carried by the new monster on her first trip.

The American people have little realization of the enormous traffic of our Inland Seas, and some of the inhabitants of the Lake States and of the Middle West may not know that the commerce of these great water highways now exceeds 85,000,000 tons annually, all carried in a navigation season of about 240 days. Figures dealing with statistics are but cold evidences of fact at best and generally give but vague ideas as to volume and extent, but if those who seek the more convincing evidence of sight could spend a few hours on the Detroit River front, which faces the world's greatest water highway, they would witness the finest parade of shipping to be seen on the continent. They would look

upon two processions, one moving up, the other down the stream, almost without interruption, and representing the greatest traffic in tonnage and value of freights that traverses any marine highway in the world. If the observers chose a day at the height of the navigation season for their object lesson and remained at their post for twelve hours, they would see as many as one hundred vessels, or even more, of various types and all of the utmost interest, passing in the busy stream, an average of one vessel every six minutes of the time.

During the last twenty years the navigation of the Great Lakes has saved to the people of America the enormous sum of one billion dollars. Stupendous as this may seem, the actual saving in the year 1909 was very nearly one hundred millions, which was considerably greater than any previous year. The commerce of the Lakes is increasing by great strides, and with the building of many more 600-foot ore ships, giant package freighters, the speedy passenger craft, the sum total of tonnage and the freights will in another decade reach figures never dreamed of by the early mariners. The saving as stated is represented by the difference between the rates for carrying about 85,000,000 tons of vessel cargoes yearly by the water highways and the freight which would be collected by the railroads for hauling the same commodities overland between the various ports, did the lakes not exist.

The bulk of the tonnage on the Lakes, about 90 per cent of it, consists of iron ore, coal, grain and flour, and lumber, which includes other products of the forest. Of these the ore trade is the main-spring of the lake carrying traffic. It originates on Lake Superior and the northern portion of Lake Michigan and moves east and south to the ports of Lake Erie and to South Chicago and Gary, on Lake Michigan, and forms in the aggregate about one-half of the total tonnage.

Of the other bulk cargoes, grain forms the third important commodity, and with the shipments of flour, furnishes the great fleet of smaller vessels, such as the wooden steamers in the 300- to 350-ft. class, with profitable business throughout the season of navigation. For it is through the water highways of the Great Lakes that a large portion of the grain of the western world is carried, the shipments from United States ports alone aggregating four million tons, or nearly one hundred and sixty million bushels. Of this tonnage wheat forms about 40 per cent, corn about 25 per cent, oats about 12 per cent, with barley, rye and flaxseed making up the remainder. It is all east-bound traffic originating at Chicago, Milwaukee, and Duluth-Superior and destined for the ports of Buffalo and Erie. From the former point it reaches the Seaboard for export or for consumption by the populous cities of the Atlantic Coast, very largely by way of the Erie Canal to New York, or by way of the Welland Canal and the St. Lawrence River to Montreal. The shipments of flour, which are chiefly from the head of Lake Superior to Lake Erie ports, aggregate 1,300,000 tons, which is equivalent to thirteen million barrels.

The grain of the Canadian Northwest, the bulk of which is carried in ships flying the British flag, amounted to 68,000,000 bushels, of which 53,000,000 bushels were wheat. Port Arthur and Fort William, the Canadian ports of Lake Superior, are the twin grain-spouts of the British Northwest, whence a large portion of the stocks is hurried to the seaboard for export, between the middle of September and the closing of navigation in December. The larger grain ships make the ports of Georgian Bay a transfer point, but the others, of 3,000 tons' burden or less, and carrying about 100,000 bushels, cover the entire route to Montreal by the Welland and the St. Lawrence Canals.

The total domestic receipts by the fresh-water routes in 1907 exceeded 83,000,000 tons, of which fully 71 per cent was credited to twelve ports. The largest tonnage received, nearly 11,000,000 tons, was at Buffalo, closely followed by Chicago, Cleveland, and Duluth-Superior. The vessel movement

during the year is interesting, showing total departures of 73,769 or 99,166,409 net tons. The effect of building much larger freighters, for both the ore and package freight trade is shown effectively in the average size of all vessels plying on the lakes, for in 1907 it was 1,271 as compared with 1,100 tons in 1905, and 925 tons in 1902.

It is the early and late business which is the most profitable; for despite the fourfold risk of disaster in the terrific gales of winter and with marine insurance canceled, there are not wanting a few adventurous vessel owners who will take the chance of rushing the last of the grain and coal shipments. The incentive is great, since from the summer rate, which fluctuates between 1¼ to 2c per bushel from Chicago or Duluth to Buffalo, there is a jump to 2½ to 3c, or even higher, and the increased profits thus earned may be a good share of the net profits for the season. The coal rate from Lake Erie ports to the upper lakes during the summer varies from 25 to 50c per ton, while in December it goes to 75c or even \$1.

Under such conditions a 600-foot bulk freighter coming down the Lakes just before Christmas, with a full cargo of 400,000 bushels of wheat, will collect a freight bill of about \$12,000. When once docked at one of the huge elevators in Buffalo Creek, the grain is discharged in perhaps twelve hours, and the steamer is moved to a coal dock for a return cargo. Within four hours 13,000 tons of coal have been chuted into her cavernous hold, and in less than twenty-four hours from the time of entering the harbor, she is again ploughing the waves of Lake Erie, bound for a Western port. By the close of the year she will have arrived at Chicago or Milwaukee with the sum of \$13,000 added to her credit, or a total of almost \$25,000 freights for the round trip, all earned in about ten days. Even at the increased water rates there have been saved to the people at least fifty cents a ton on the coal and about two cents a bushel on the wheat, or a total of almost \$15,000 for the two cargoes over the freight which would have been exacted by the railroads for the same haulage.

The value of the lake shipments in a single year now reaches a billion dollars, and cargoes of the fresh-water vessels often reach figures almost beyond belief. The copper shipments from Lake Superior represent the greatest value; and one of the 12,000-ton ships, which cost \$500,000, will carry a cargo of the metal valued at an average price of \$4,500,000 to \$5,500,000. A full cargo of wheat will be valued at \$500,000 and the same tonnage of coal from \$40,000 to \$70,000, and iron ore, which represents nearly half of the tonnage of the lakes, only about \$30,000 to \$40,000. The shipments of package freight when carried in the great liners to their full capacity of 5,000 to 6,000 tons, may easily reach values considerably beyond a million of dollars. Silks and woolen fabrics, manufactured goods, teas, canned goods, fine furniture, and silverware are well calculated to swell the value of a ship's manifest.

The grain and flour traffic through the "Soo" canal, although of far less tonnage, is of equal importance, in point of value and its effect upon the prosperity of millions of people to that of ore. The influence of the canal in developing wheat production in the country west of Lake Superior is due to the direct route it affords to the seaboard by either the Erie Canal to New York or via the Welland Canal and the St. Lawrence to Montreal. The Western wheat and flour is thus able to compete with that from the country nearer the Eastern markets, which would not be the case if normal all-rail rates had to be paid. And this fact has led to the building and extension of railroads in Dakota and Minnesota to tap other wheat-growing lands with a consequent increase of production.

The first purchase of the 1911 crop of wheat was made on March 15 at St. Louis, with an Illinois grain shipper the seller. The wheat must be delivered by July 25. The basis of the price was on July wheat in the Chicago market, and the buyer has the option of having the wheat delivered at St. Louis or Chicago.

IN THE LEGISLATURES.

California.—An ordinance for the city of San Francisco prohibiting the operation within the city of "bucket-shops" has been passed by unanimous vote of the board of supervisors. The legislature at Sacramento has a similar measure pending, but it is not expected to become a law.

Illinois.—The civil service bills are important to the grain trade in view of their influence on the state grain inspection department, but it seems to be well understood that they will be riddled with amendments, if passed at all, and will be practically worthless.

Senate Bill 149 (O'Connor's) went to a second reading on March 23. It gives to Chicago the right to own, operate and lease to firms or corporations docks, wharves, elevators, warehouses of all kinds, vaults, railroad and street railway tracks, terminals, car ferries, lines of lighterage and all other appropriate terminal facilities,—a sort of municipal ownership omnibus for the benefit of the Sanitary District.

H. B. 473 is a bill for an act to regulate Class B elevators in this state—a house partly private and partly public. These houses are put by it under practically the same conditions, liabilities and penalties as to stored grain as the "Class A," or wholly public, elevators.

H. B. 430 is a bill for an act to prevent the sweeping of grain cars with intent to steal the grain or flax seed contained therein. The act is made a misdemeanor and is punishable by fine of \$100 or imprisonment in the county jail or sentence to labor in the workhouse.

The so-called "Board of Trade" bill, killed once but reconsidered on April 6, was then passed by the senate by a vote of 35 to 7. The bill is an amendment to the existing law (criminal code) as follows:

Whoever contracts to have or give to himself or another the option to sell or buy at a future time, any grain or other commodity, stock of any railroad or other company, or gold, where it is at the time of the making of such contract intended by both parties thereto that the option, whenever exercised, or the contract resulting therefrom shall be settled, not by the receipt or delivery of such property but by the payment only of difference in price thereof, shall be fined not less than \$10 nor more than \$1,000, or a jail sentence, or both, and that all such contracts shall be void.

It further amends the existing law to provide:

No person who accepts from another person for transmission and transmits, either in his own name or in the name of such other person, any order for any transaction to be made upon, or who executes any order given to him by another person on any regular board of trade or commercial stock exchange, shall under any circumstances be deemed a "winner" of any moneys lost by such other person in or through any such transactions.

H. B. 533 is an act to amend the warehouse law. In few words, the main object of the bill is to put all grain inspection in Illinois under the control of the Railroad and Warehouse Commission, and to abolish those inspectors who have nominally been appointed by the county courts, as at Peoria, Decatur, Cairo, etc. If the bill passes, and only the Peoria Board of Trade seems to be opposing it, the inspection everywhere in this state will be directed and controlled by the chief inspector, as at Chicago and East St. Louis.

Indiana.—The legislature has adjourned and Secretary C. B. Riley of the Indiana Grain Dealers' Association, in Circular No. 1, March, has summarized legislation effected bearing on the interests of the grain trade. Among the laws cited by Mr. Riley that directly affect grain dealers are the following:

H. B. 263 (by Myers, a grain dealer) provides for the payment for loss and damage in transit within 90 days from date of filing claim. If payment is declined by carrier, papers are returned, and with written statement may be certified to the Railroad Commission of Indiana for hearing and order thereon. Appeal from the order can be had to Circuit Court, but penalty attaches to the party who fails to sustain his position upon appeal. This law covers shipments from one point in the state to any other point in the state, and points without the state to any point within the state. All claims

to be filed within four months from date of cause of action. No emergency clause; law not effective until published.

House Bill No. 269 (by Wasmuth, a grain dealer) provides that prospective shippers or receivers shall file with general or local freight or station agent a written request for a statement of the rate or charge applicable to described shipments between points in the state. If such carrier refuses or fails to furnish such statement within reasonable time, or shall misstate in writing the applicable rate, and the prospective shipper or receiver suffers loss in consequence of such refusal or failure, or misstatement of the rate, either through making the shipment over a line or route for which the proper rate is higher than the rate over another available line or route, or through entering into any sale, purchase or contract, or is obliged to make or receive such shipment at his cost, then said carrier shall be liable to a penalty of \$100 to \$250, which shall accrue to the state, and shall also be liable to the shipper or receiver injured as aforesaid for the amount of such injury. The validity of such claim for damages shall first have to be passed on by the Railroad Commission, and if it appears that there is any collusion or understanding that indicates same was intended as a rebate or other illegal refund, such claim shall be declared void. The Railroad Commission may require, from such shipper, receiver or other person complete information as to the claim, and failure to furnish it will forfeit the right to recover thereon. No emergency clause.

Iowa.—H. F. 333 is a bill, commented on last month, to require the payment of attorneys' fees by carriers in case of damage to freight in transit. The only question in this connection is the probable constitutionality of the act should the bill pass. It is believed the act would be impregnable in that respect.

H. F. 429 is another bill, previously commented on here, relating to grain elevators on railroad land and prescribing methods and conditions of procuring and holding sites therefor and liability for loss or destruction thereof. The bill provides for a more equitable adjustment of the relations of elevator owners and the carriers in respect to the tenure of leaseholds and rentals and that in the event of private elevator property being injured by the railroad's negligence of whatever sort the company shall be liable to the owner for such loss or damage and be forbidden by law from avoiding that responsibility in the terms of leases.

Michigan.—Gov. Osborn is expected to urge the passage of an anti-bucket-shop bill.

Minnesota.—Senator Saugstad has introduced a bill (killed two years ago) to make market quotations public property and compel grain exchanges to open their membership to all reputable applicants. The bill would amend Sec. 3112 Revised Laws of 1905. That section provides for the organization of chambers of commerce, boards of trade and other bodies for the purpose of buying and selling grain and other products and for disseminating useful business information and adjusting controversies and misunderstandings incident to such trade. The new matter added by Senator Saugstad provides that no chamber of commerce or board of trade or other association heretofore organized under this section, having no capital stock and whose members deal in grain or other food, shall limit the number of its membership, nor shall the price of any one new membership exceed the sum of \$5,000; that no application for membership in such association shall be rejected, nor shall any member of such association be expelled, except for a good cause, which said rejection or expulsion shall be reviewable before the district court of the county wherein the said association organized and if the decision of said association be reversed by said court, upon entry of final judgment therein in favor of the complainant, it shall be the duty of said association immediately to accept the said applicant for membership upon the payment of the membership dues, and immediately to reinstate the said expelled member in whose favor the said judgment is rendered; that the daily prices on the products dealt in by the members of such association, commonly known as "market quo-

tations," shall be deemed public property, and any person or association of persons upon application may at any time obtain said "market quotations" from any member, agent or officer of any association heretofore or hereafter to be organized under the provision of this section, by paying the actual cost of transmitting same; that all the meetings of the board of directors of said associations shall be open to the Railroad and Warehouse Commissioners of Minnesota, which said Commission shall receive due notice of said meetings in like manner as the members of the board of directors; and it shall be the duty of said Board of Railroad and Warehouse Commissioners, or some representative of the Commission, to attend all said meetings in all the cities of the state having a population of over 50,000 inhabitants, and to keep minutes of said meetings, and said Commission shall cause said minutes to be published after each meeting in a newspaper of the state having a general circulation; that every person violating any of the provisions thereof shall be punished by a fine of not less than \$500 nor more than \$5,000, or by imprisonment in the state prison for not less than one year nor for more than two years.

H. F. 901 (Voxland) is a bill to prevent "unfair competition" in the purchase of grain, seeds and cereals.

Missouri.—The Senate committee on appropriations will give the state grain inspection department \$150,000 for its support for two years; the committee was asked to give \$200,000. All fees of every nature must be paid into the state treasury. The House committee did not make any appropriation for this purpose, and a conference will be necessary.

Nebraska.—[Special Correspondence.]—Out of the jumbled mass of 1,200 bills considered by the Nebraska legislature which brought its thirty-second session to a close on April 10, three measures became laws which in any manner directly affect the grain business of the country and of the state in particular.

First in importance was the Ollis bill, sponsored by the co-operative elevator men of the state. It intends to so modify the general incorporation laws of the state as to allow these co-operative companies, under their by-laws, to provide for fines against stockholders who sell their grain to any other elevator than the one in which they hold stock, such fines to be taken out of the dividends declared. This practice has become common throughout this state, in the fight between the co-operative companies and the so-called "line" elevators, but was known to have no legal standing. The vital part of the bill is that which says that such associations shall have the power "to make by-laws for the management of their affairs, and to provide the terms and limitations of stock ownership, and for the distribution of their earnings." To which section the cautious house added the following: "Subject, however, to the general incorporation laws of the state except as herein modified and changed."

A second measure of importance was Senate File 318, by Senator Bartos, intended to prohibit the operation of bucket-shops. The measure was resisted by many members who are connected with grain elevators or who feed much stock during the year. They declared that in each case they use the bucket-shop as a sort of insurance department, by covering when they made deals in grain for future delivery. The running of such a shop is declared to be a felony and patronizing them an equal crime, punishable by a penitentiary term of not less than two years nor more than five years. This measure after passing the senate was held up in house committee until the charge was made openly on the floor of the lower house that money had been used to sidetrack it. Thereupon it was jerked out of committee and passed with a whoop. The governor signed it as soon as it appeared before him.

Bucket-shops are defined in the measure as follows:

A bucket-shop within the meaning of this act, is defined to be an office, store, board of trade room, or other place wherein the proprietor or keeper thereof or other person or agent, either in his or

its own behalf, or as an agent or correspondent of any other person, corporation, association, or co-partnership within or without the state, conducts the business of making or offering to make contracts, agreements, trades or transactions respecting the purchase, or purchase and sale, of any stocks, grains, provisions, cotton, or other commodity or personal property wherein said proprietor or keeper or patron contemplates or intends that the contracts, agreements, trades, or transactions shall be, or may be, closed, adjusted or settled according to or upon the basis of the market quotations or prices made on any board of trade or exchange where there is competitive buying and selling, and upon which the commodities or securities referred to in such contracts, agreements, trades or transactions are dealt in, and without a bona fide transaction on such board of trade or exchange, or wherein such keeper, proprietor or patron shall contemplate or intend that such contracts, agreements, trades, or transactions shall be or may be deemed closed or terminated, when the market quotations of prices made on such board of trade or exchange for the articles or securities named in such contracts, agreements, trades or transactions shall reach a certain figure and also any office, store or other place where the keeper, person or agent or proprietor thereof, either in his or its own behalf, or as an agent as aforesaid therein, makes or offers to make, with others, contracts, trades or transactions for the purpose of sale of any such commodity, wherein either party thereto do not contemplate or intend the actual or bona fide receipt or delivery of such property, but do contemplate or intend a settlement thereof based upon differences in the price at which said property is or is claimed to be bought and sold.

The third law affecting grain dealers was sponsored by the State Railway Commission and simply provides that complaints arising under the reciprocal demurrage act of 1909 shall be dealt with by the State Railway Commission instead of by the District Court as at present provided. This change was made so that the remedy might be more prompt and less expensive to the grain shipper. Under the act of 1909 the grain shipper is not only held for demurrage if he keeps a car longer than the prescribed time, but the railroad is charged demurrage if it does not furnish the ears when ordered, a definite time, forty-eight hours, being allowed them.

Pennsylvania.—The House on March 21 passed a bill giving the State Department of Agriculture power to inspect seeds offered for sale, and to prosecute for adulteration.

A bill by Alter of Allegheny, introduced on April 7 provides that false billing shall be deemed a misdemeanor, punishable by \$500 fine and six months' imprisonment. The offense includes false billing, false classification, false weighing, false representation of the contents of a package or the nature of property, false report of weight, false statement, or any other device of falsification in delivering a consignment to a common carrier for shipment, or in carrying such a shipment. Consignors, consignees and common carriers, themselves, their officers, agents, employees, etc., are all brought within the jurisdiction of the act and made equally guilty if shown to have wilfully violated the provisions. Violation by anyone at the request or direction of anyone else is made no excuse. In addition to such penalties as may be imposed upon individuals employed by, or connected with, any corporation, the corporation itself may be fined \$1,000 for each offense. In addition to specifically including common carriers, the Alter bill includes persons or corporations engaged "in any other quasi public business." If anyone shall influence or attempt to influence any corporation or person to discriminate in any way, as prohibited by the act, by solicitation or by payment of money or other valuable thing, or otherwise, he shall be subject to \$500 fine and six months' imprisonment, and shall also be liable for damages to any person injured by the result of any such act. If any corporation shall be guilty of such influencing or attempt it shall be fined \$1,000, in addition to such penalties as shall be imposed upon any of its agents, employees, etc.

Wisconsin.—A bill is on its passage through the legislature to abolish the system of assessing grain in store or elevators on a given day and to substitute therefor a specific tax on the amount of grain handled by each house during the year.

The Kansas railroads will withdraw the allowance of 80c per ear for cooping flour shipments.

[For the Kansas G. D. Ass'n.]
ELEVATOR SCALE INSPECTION.

BY GEO. A. WELLS,
Secretary Western Grain Dealers' Association.

Accurate weights are an absolute necessity.
There is only one kind of weights and that is correct weights.

There is only one class of scales that should be used, namely, first-class scales; and even first-class scales can not be depended upon to perform accurate service unless properly installed on solid foundations of concrete, stone or brick, with good frames of solid wood or steel, preferably the latter.

All scales should be examined at least once a year by a competent expert, and an expert is not competent unless he can build a scale in all its parts and thoroughly understands the adjustment, multiplication of levers, the scale of the beam, and so forth.

The scale is the most important item of all the mechanical equipment of a country elevator; and yet it is simply marvelous to know of the number of country grain dealers who are indifferent about the question of accurate weights, and the condition of their scales.

First-class scales, even though installed on good frames and foundations, need constant attention in order that perfect operation may not be interfered with by temporary causes, such as binding conditions about the platform, hopper spouts or hanger rods, accumulated snow, ice, or dirt in the loops, twisted levers, and so forth.

During the past seven or eight years the Western Grain Dealers' Association has employed a scale expert, Mr. E. J. Nolan, to whom a fixed salary is paid of \$1,000 per annum. We inspect and repair from 800 to 1,000 scales annually, for which we charge members \$3 and non-members of the Western Grain Dealers' Association \$3.50 per scale for inspection and in addition 75 cents per hour for extra time in making repairs, also the drayage when the work is done under the group plan; but when a special trip is made the charge is \$5 per day for the time of the expert, together with all of the expense of transportation, hotel, drayage, and so forth.

We do all ordinary repairing, such as sharpening the steel bearings or replacing the steel without the necessity of shipping the scales to the factory, thus doing a service often worth from \$5 to \$8 that would cost \$15 to \$25 if the scale were shipped to the factory, to say nothing of the inconvenience of being deprived of the use of the scale.

Our scale inspection work is done by following each line of railroad separately, making up group lists of the stations in about the same regular order each year, so that the stations will be visited by the expert at regular annual intervals as nearly as possible. We include in our list all scale owners and mail to each scale owner a blank application for scale inspection with the regular circular letter soliciting the application; also we enclose an addressed envelope for prompt reply. If we should fail to receive a sufficient number of applications in a particular group to give the necessary earnings to pay the expenses, we might conclude not to do the work in such a group, but this result seldom occurs. The expenses connected with this work include salary of the expert, transportation for him and the test weights, drayage, hotel, livery, telegrams, and telephone.

We used 1,000 pounds (twenty 50-lb. weights) of test weights until the last two years, when we have used 600 pounds, which we ship mostly as baggage, our test weights being packed two 50-lb. weights in a strong wooden case made expressly for the purpose. The shipping and handling of the test weights is difficult and expensive unless well arranged.

It costs us about \$10 per day to keep our expert on the road. Thus it will be appreciated that it is necessary for him to inspect about three scales per day on an average in order to earn sufficient income to meet the expense, which does not include clerical work in the office, postage, stationery, etc., which is a considerable item. Last year our scale inspection account showed a gain of about \$200 on about 900 scales, while the year previous we had a loss of about that amount. In fact, we have just about

averaged even on the account during the seven years that we have been doing this work, not, however, allowing anything for clerical work in the office, postage, stationery, and so forth.

We find it necessary to urge upon our members the necessity and benefit of the annual inspection and that we cannot maintain the low basis of charges established unless we have the regular annual patronage of all scale owners. We do not feel under any particular obligations to a member who simply has his scales inspected when he thinks it is necessary. On the other hand, we are inclined to accommodate the member who has his scales inspected annually at our convenience. The first two or three years we were called upon to make numerous special trips, but the annual inspection work resulted in educating the scale owners to a better knowledge of scales and of the necessity of good scales well installed, so that we now have very few emergency cases that necessitate special trips, and we find comparatively few scales that are in bad condition, most of the defects being slight variations because of wear on the bearings.

We have given our inspector very positive instructions to do his work from the standpoint of public supervision, and under no conditions or circumstances to consent to adjust a scale except to leave it in perfect seal so that the weights given will be correct and just as between the buyer and seller; and we do not, under any circumstances, yield or sacrifice the idea of upholding the standard of what we consider to be our moral responsibility to the public in doing this work.

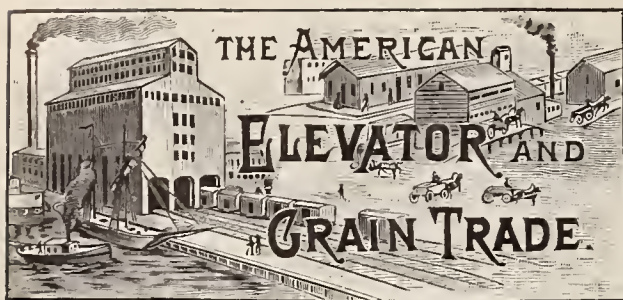
We use blank forms of scale inspection reports that are printed in blocks, numbered consecutively, with four copies to each number, the original and three copies. The original is retained by the inspector; one copy is given to the scale owner or operator at the time the scale is inspected; and two copies are sent to our office, one of which is placed on file, and in case of a line elevator, coal or lumber company a copy is attached to the invoice for the charges and mailed to the general office of the company, thus giving them a copy of the report for their files as well as a copy to their agent. On each scale that is left in first-class condition we post at the time of inspection a certificate of inspection, showing the date inspected and so forth.

We consider our scale inspection bureau one of the most valuable features of the work of our Association, but it requires very careful attention and much work on the part of the secretary in order to be successfully and satisfactorily done. A thoroughly competent scale expert is absolutely necessary if good work is to be accomplished. An amateur may be able to discover and locate a defect in a scale, but it takes an expert who has had a thorough experience in the factory to intelligently remedy the defect.

We have found the good condition of our scales resulting from our inspection work to be of much value in collecting of freight claims for loss in transit. In fact, I think there has been a material reduction in the number of such claims since our scales have been put in good condition. When we have a claim presented for loss in transit we always refer to our files to ascertain the condition of the scales when last tested, and it will be readily appreciated that a claim can be presented for loss in transit with greater force and confidence than if there is a possibility that the shipper's scale was not in perfect weighing condition.

March was a record month in the grain export trade of Portland, Me., the total shipments for the month having been 1,124,334 bus. of wheat, 492,831 bus. of corn, 29,120 bus. of barley and 5,000 bus. of peas.

On March 30 one grain charter to go down the lakes was made at Duluth. At April 1 last year several cargoes of grain had been chartered for shipment in April. This cargo and one of barley afloat were all that were reported. The space chartered probably will amount to a little more than 200,000 bushels. The kind of grain is optional with the shipper. The cargo of barley amounts to more than 200,000 bushels.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon applications.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, APRIL 15, 1911.

Official Paper of the Grain Dealers' National Association
and of the Illinois Grain Dealers' Association.

A NEW WRINKLE.

Sec'y McCord of the Ohio association states that he has had his attention called to a recent order, made by at least one railroad in Ohio, to the effect that unless the receiver of grain contained in a car that is in a leaky or defective condition, causing a loss of grain for which subsequently a claim may be made, gives notice to said carrier before the car is unloaded, so that a representative of the carrier may examine the car, the company will refuse to entertain any claim for the alleged loss.

This is a new wrinkle in the railway campaign of resistance to claims for loss and damage. Whether such refusal can be made good in case of a receiver's neglect to comply with the order of the carrier, we are not legally advised; but it probably could not if the claimant could substantiate his loss by other positive proofs.

Nevertheless we quite agree with Mr. McCord in recommending that the demand when made be acceded to on all practicable occasions. Such a course would be a concession to the "rules" that would heighten the standing of a claim on that very account; moreover, the examination of the leaky car by the carrier's own agent would be valuable testimony in substantiating a claim and increase the burden upon the defendant carrier to justify a rejection of a claim.

Mr. McCord says truly that, "No doubt many receivers who are careless in their methods will continue as formerly, and when a shortage occurs they will be lacking in proofs which might have been obtained by using ordinary precautions and good judgment." But men will be careless at the other end, too. Shippers to an extraordinary degree act on the

assumption that they will suffer no loss in transit, and so fail to keep such loading records as would key in with the testimony obtained by the receiver and by means of this same railroad order, to which not a few will be one day found objecting, without doubt; it is so much easier to "kick" than to compel circumstances to make "the other fellow" do the kicking—and paying.

OUR NEW ADDRESS.

The "American Elevator and Grain Trade" now occupies and will continue to occupy the rooms in the Manhattan Building, which have been its home for nearly a dozen years. But in renumbering the down-town district of Chicago to conform to the system adopted for the rest of the city, the new number assigned to the "American Elevator and Grain Trade" is 431 South Dearborn street. Our friends who visit us in Chicago will find us at the same old place; only the number is now 431 South Dearborn instead of 315 Dearborn.

THE MOISTURE TEST AGAIN.

The dealers at Bloomington on April 6 adopted a resolution opposing the use of the moisture tester in inspecting corn; and about the same time a petition was filed with the Railway and Warehouse Commission asking that the test be abolished.

The best reply to such resolution and petition would be the opinion of grain men themselves who habitually use the tester. Mr. Files in another column of this issue expresses the views of a large number of grain dealers who work the moisture tester and find it useful. Another champion of the tester is the shipper who uses it as a sufficient defense against those very discounts that the complainants to the Railway Commission urge are ruining them, because the prior test before shipping acts as a check on the receiver's test and discount. Still another champion of the tester is the buyer who uses it to demonstrate to the farmer the condition of his corn as a reason for the discount the latter is expected to stand when delivering wet corn. In neighborhoods where the tester is so used there has been a distinct movement among farmers to cure their corn more carefully, as forty to fifty years ago the corn was cured that came to Chicago over the old I. & M. canal—on the ear and May-June shelled.

It is not proposed here to again argue the merits of the tester. The fact is, the anti-tester movement today is a step backward—almost an anachronism. This is the more clear to those who have watched the procedure of the Agricultural Department in enforcing the pure food act. The food inspectors up to this time have made the most of "adulterations" by mixtures of other grains and dirt, as in the cases against the Pendleton and Hall-Baker companies. But in the light of the excerpt from the Bulletin of the B. P. I., printed on another page (580), where moisture is specifically discussed as a factor causing the deterioration of corn as an article of food, he must indeed be optimistic to simplicity who expects the executors of the National pure food act to much longer ignore so important a factor as water when considering

the quality and condition of corn brought to their attention. In the case of bleached grain the food inspectors have already thrown out a hint that even when otherwise accurately branded, such grain will be treated as "adulterated" when it contains "excessive moisture," because water adds valueless weight.

Apparently the thing for grain men to do now is to adapt themselves to the tester *nolens volens*; for it is as clear as noonday that the requirements in this respect of "commercial corn" will be made more severe by the Government, not less so.

COST OF OPERATION.

It would be a grand service to the country grain dealers as a body if individual dealers who are systematic in their methods and who keep accurate accounts of their transactions would take up and discuss in print the subject Mr. Sec'y Riley of Indiana has thrown some light on in another place in this paper, viz., the cost of handling grain. Grain men are not an impecunious lot. They seem for the most part to be doing a solvent business; but are they making profits that constitute a fair reward for personal service, interest on investment and in addition a reasonable business profit? Mr. Riley implies a doubt of this by his suggestion of this enquiry.

The editor himself would be glad to throw open these columns for criticism of Mr. Riley's figures. If these are correct, we imagine few dealers can make any money at the margins they are currently supposed to be taking; yet we have Mr. Riley's assurance that his tables of expense are compiled from reports made to him by a great many dealers in Indiana, and Indiana dealers have, one imagines, no advantage over their neighbors in the matter of obtainable wider margins.

Are the margins wide enough? If they are not, can better ones be obtained, and how? If they cannot be obtained, how may the expense account be reduced? Can the desired profit be made more certain by "buying right," or how? These are good questions for dealers to ask each other; they are questions that many dealers would be pleased to see written about in detail. Who will start the discussion on Mr. Riley's statement? These columns are open.

REFORM AT KANSAS CITY.

The Smith Grain Company failure at Kansas City has revealed not only a heavy shortage in the Kansas-Missouri Elevator (public house) of registered grain, but, what is worse, the fact that it has become a habit in that market for the elevators to handle public grain without paying much attention to the outstanding warehouse receipts. The immediate result is a lawsuit to settle the matter of liability for a loss and to determine also whether the owner of "special binned" grain takes precedence over other holders of the receipts as the exclusive owner of the grain remaining in the house.

It need not be said that such a condition as appears to exist unless modified will be fatal to speculative business in that market, as well as to the conduct of the grain business, as it must be largely conducted, on bank loans; for where no reliability can be put on the integrity of

warehouse receipts the public is not likely to buy these representatives of property nor banks to loan upon them as collateral.

The elevator men seem to have ruled the Kansas City market in the past. Some of them stole grain with impunity until supervising inspectors paid by the shippers were put in to watch the weighing; and until forced to stop, they kept on taking the 100-lb. dockage which they said they should be allowed in order to guard against the very selfsame shortage that now has appeared and precipitated this legal struggle, in addition to heavy positive loss by someone. What seems to be needed is a more vigorous execution of the laws, since the state has full control, and of the Rules of the Board of Trade, so far as the latter has managerial influence over the public elevators.

STORING IN INDIANA.

The grain man in Indiana who "stores" grain after the usual time-honored manner is indeed venturesome, not to say foolhardy, in view of the existing state law, which Mr. Riley reprints in one of his bulletins. In substance it is as follows: Every person, firm, etc., who receives grain, etc., in store, with or without compensation therefor, "shall be deemed and held to be a warehouseman." The receipts issued by him for such property shall be descriptive; are negotiable and of like liabilities and remedy as bills of lading; they cannot be issued except for property actually in store and unincumbered by lien, or if incumbered then the character, extent and amount of the lien shall be fully set forth and explained in the receipt; and no duplicate receipt may be issued while any former receipt for the same property remains outstanding. These receipts may be used and transferred as collateral security for the loan of money, and the holder has power to sell the property according to the terms of the loan.

Now such conditions predicate *bona fide* storage—the retention of the exact property in store until the surrender of the receipt or sale to the warehouseman of the property or its removal by the owner; and as evidence that the former status of the "grain in store," as in fact sold to the warehouseman when delivered at the elevator, although the purchase price may not then be paid or even named, no longer obtains, the law expressly provides as follows:

10505. (8726.) *Not to Sell Receipted Property.*—7. No warehouseman or other person shall sell or incumber, ship, transfer, or in any manner remove beyond his immediate control, any goods, wares, merchandise, produce, commodity, property or chattel for which a receipt or voucher shall have been given, without the written consent of the person holding and producing such receipt.

10507. (8728.) *Penalty for Cheating or Swindling—Criminal and Civil.*—9. Any warehouseman or person who shall willfully, knowingly and purposely violate any of the provisions of this act shall be deemed a cheat and swindler, and subject to indictment in a court of competent jurisdiction, and, upon conviction, shall be fined in any sum not exceeding five thousand dollars and shall be imprisoned in the state prison for any determinate period not exceeding five years. Every person aggrieved by the violation of any of the provisions of this act shall have and maintain an action against the person, company or corporation violating the same, to recover all damages, immediate, consequent and legal, which he may have sustained by reason of such violation as aforesaid, whether such person may have been convicted criminally or not.

Under the circumstances, "storing" in Indiana is about equivalent to smoking cigarettes in a powder mill; and Mr. Riley does his people

a service by recommending the "abridgement or abandonment" of the storing habit; for "the fact that warehousemen have not been molested for violations up to this time does not justify the presumption that they may not be in the future, should the practice of storing grain become general or continue as now practiced by some."

FRAUD IN THE SOUTHWEST.

Complaints of tampering with weight certificates by parties in Texas now under indictment have been accompanied by the statement that from various quarters reports have been heard that inspection certificates issued by different state departments were tampered with before the grain reached the purchaser, changes being made in either the grade or test weight.

The Missouri inspection bureau had a case reported to Mr. Nunn at Kansas City in which the certificate from his office had been changed from No. 2 Hard to "No. 2 Soft"; but when he undertook to run the matter down, he found that the complainants and the shipping company had come to a settlement; and then the complainants said that "under the circumstances, as we are not losers in the transaction, the case is closed so far as we are concerned."

The mutilated certificates it appears were attached to the complainants' draft on the shippers for the balance due them on the settlement; when the draft was paid that was the end of them and documentary evidence of the fraud disappeared.

It would seem from a review of this presentation of the case that the complainants here have hardly done the trade justice. Forgery of official certificates ought to be prosecuted in the criminal court, and the surrender of the offended certificates, simply because the forgers thereof were willing to make good to the losers by their fraudulent act, seems hardly the way to correct the crime complained of. It looks, indeed, something like compounding a felony; for no doubt a recovery of the loss could have been forcibly obtained without surrender to the forgers of the documentary evidence of a crime the courts should have had opportunity to punish.

BUCKET-SHOP LAW RULING.

The ruling of Justice Wright at Washington, declaring unconstitutional the anti-bucket-shop legislation, so reluctantly enacted by the last Congress, was a great disappointment to the public, who had come to think that this insidious form of gambling has received its quietus. The impression made by the decision was the more unwelcome, because the case was decided wholly on a technicality, as so many cases of this general type are, and not on its merits or in deference to the obvious intent of the law under which the action was brought. In this case, "the point"—lawyers are always hunting for "points," and rarely now-days rely on the fundamental principles of law—on which the law is thrown out was the unexpected one that the act in question, after broadly defining "contract" in one section, proceeds to prohibit all contracts without restricting the term to the special form of contract obtaining in the bucket-shop system; so construed, the court

holds that the law is in conflict with the provisions of the Constitution against the impairment of the right of contract.

Now, it is not our province to "swear at the court," which is the special privilege of the defeated only, if he do not swear too loudly; but when a court seriously discusses the "right of contract" as the fundamental thing in connection with bucket-shopping, the judicious, who are not interested in legal quibbles but in common sense construction of the laws, are apt to receive the conclusions of the court with regret, feeling that the modern habit of American lawyers and law courts is tending to save law-breakers from just punishment rather than to mete it out to them as the law on its face directs.

WHAT IS PROSPERITY?

Prof. O. D. Center of the University of Illinois, in a recent lecture to the Y. M. C. A. at Chicago, is quoted as having said that,—

As a prosperous people we are dependent upon the fertility of the land for our sustenance, and in order to remain prosperous at least 100 bushels of corn per acre should be obtained, instead of the present low average.

If this is a sample of university thinking, it is not surprising that the weekly press and 15-cent magazines, which sensationalize everything neglected by the daily newspapers, are come to the hysterical stage about crops. Now it is not necessary in order to feed our people or for our farmers and grain dealers to remain prosperous that the farmers should grow 100 bushels of corn per acre; they never have done so, and yet they have been prosperous and are so today.

Prosperity does not consist in getting rich quickly. Rather, a condition of prosperity is one in which the products of the earth, mines and factories are sufficient for our daily needs—when prices are just high enough to make production reasonably profitable, but no higher. Then, if distribution is not interfered with by unwise laws or by monopolistic combinations of merchants, the people will always be able to obtain the necessities of life with the minimum of labor and be able also to save something and to spend some of their surplus income on those things which conduce to that "high standard" of living which should be the lot of civilized men in this era of enormous possible production of all good and useful things.

Now a hundred bushels of corn per acre in this country at this time, with other crops in proportion, would result in repletion and in waste for a short time, followed by a rapid decline of farming as an industry because it would become unprofitable; then would come a period of scarcity and high prices with great suffering to many, and then another repetition of the cycle. Such a program would cultivate the get-rich-quick habit and repletion for the few, but continuous and sometimes great hardship to the many. Real prosperity consists of plenty but not of a surfeit.

The work of the factory inspectors might be made to count for something practical if they would pay more attention to enforcing the safeguarding of machinery, so that accidents through belting and pulleys would be less frequent, thus removing the most dangerous feature of elevator work.

EDITORIAL MENTION

The forged bill of lading turned up at Portland, Ore., last month, and certain millers are said to have suffered badly.

Barley seems to have been quietly usurping royal honors these days, and stands next to flaxseed as the "high-flyer" of the markets.

The "ides of June" will be crowded with meetings—Illinois at Springfield on the 13th and 14th and Indiana at Indianapolis on the 15th and 16th.

If you want your corn to go through in the best condition, clean it before shipping; dirt, with the moisture nearly all corn now carries, is fatal to a good grading.

Even the co-operatives are getting the consolidation fever, three houses at and near Galva, Ill., starting the movement in this state the other day by organizing a miniature "trust."

The Agricultural Department is not worrying about a national inspection law so long as the Food and Drugs Act is in working order; and there has appeared no "sand in the gear box" up to date.

In all the discussion of reciprocity thus far it has been the producers who have the say-so; where is the champion of the consumer? There are some ninety-odd millions of the latter yet to be heard from.

A car of oats came into Chicago on March 16 that contained 142,500 lbs. of oats. This seems to be the record; but suppose a car loaded to 42.5% beyond its rated capacity had broken down en route, who would have had the complaint coming?

Congressmen are still harping on a bill to forbid "futures" in cotton; but a strong back-fire seems to be coming up from the South, where the planters are beginning to see the matter in a different light, after somewhat of an educational campaign there.

It is explained that a certain Illinois co-operative grain company which has been wont to pay handsome dividends each year passed the dividend on the business of 1910 "owing to the company being forced to buy on declining markets and no grade on corn." So even a co-operative company is subject to the laws of nature in business? Does the silver-jawed Dunn understand this?

The next movement of the Government against the grain men will be in the direction of the bleachers who do not label or invoice bleached oats and barley as "bleached." It appears that from 18 to 20 million bushels of oats are bleached annually and that the practice is extending to the lesser primary markets, and the officials executing the pure food act are afraid some one may be getting "stung" by not knowing about it. The Department of Agriculture will, therefore, not object for the present, at least, to bleached grain when so

branded, unless it contains also an excess of moisture, in which case it will be considered as "adulterated and misbranded."

The Cashman bill before the Minnesota legislature seeks to fix railway rates literally on the basis of measured mileage. After about one month's operation of such a bill, its author would doubtless suffer the fate of the man with a safety pin at the circus—be "killed in the rush."

Wisconsin's legislature painted March 22 red on its calendar by killing four socialist resolutions endorsing propositions to nationalize the railroads, creameries, grain elevators, and storage houses. Americans who move to Manitoba may like that sort of thing, but they don't seem to take to it at home.

The altering of weight and inspection certificates has been too frequent in the Southwest, and a Fort Worth firm has been taken in hand by the authorities who have secured a number of indictments against them for forgery and theft, and it is to be hoped, if the defendants are guilty, they will be properly punished as a warning.

The factory inspectors of Illinois have begun to "inspect" grain elevators for safety equipment. Just what they will demand is not yet entirely clear; but one can hardly see how the regulations applicable to crowded factory buildings can be adjusted to grain elevators. Some complaints have come from grain dealers, nevertheless, that the inspectors are inclined to be somewhat unreasonable in their requirements, perhaps because of their ignorance of elevator conditions.

The report of Chairman Beatty on the Commerce Commission's attitude toward that part of the amended commerce act which puts the telegraph and telephone lines under the Commission's control as common carriers, appears in another column (pp. 555-6). The ruling marks the end of "the public be d——d" attitude of those corporations, and improved service and disappearance of special favors will adorn their future.

F. J. Miner, former head of the Merchants' Stock and Grain Co. of St. Louis, convicted a year ago and sentenced to the penitentiary for five years for operating a bucket-shop, has had his case reversed by the Supreme Court of the state, on the ground that he was convicted as principal when he should have been indicted and prosecuted as an agent only—a difference with a distinction, perhaps, to a lawyer.

The Manitoba Grain Commission has decided to stop buying elevators and to put their money into grain cleaners with which to clean the grain farmers deliver to the government houses. If they will follow this plan literally and exactly it will probably be found that the privately owned houses are and have been taking less dockage than they should take; and the farmers' demand for government elevators will shortly cease to be heard, the dockage hitherto having been the real cause of complaint. In view of the continued complaint of growing

weediness of Manitoba farms, nothing short of willful blindness has prevented this resort to the cleaner as a remedy for the alleged wickedness of the elevator operators.

H. B. 318 of the Illinois legislature is one of the "stem-winder" class that have the pussy-willow fuzz of the jackpot on the rind. It got to a third reading in the senate on April 7; and if it gets on the statute book will make it unlawful for "big corporations to sell their products at different prices in different parts of the state." Would it be equally wicked to buy products at different prices in different parts of the state?

It appears that the Wisconsin legislature is in doubt about the Wisconsin Grain and Warehouse Commission—whether it would not be best, after some years' experience with it, to reform the whole thing by the method the owner of the pup took to improve the appearance of the dog's tail—by trimming it off just behind the ears. Otherwise, it seems likely the finances at least will be managed from Madison and not by the Commission at Superior.

The Bureau of Railway News and Statistics' Annual Report for 1910 says that the U. S. railways' income from traffic reached the enormous sum in that year of \$2,713,261,036, of which \$815,366,826 was "net operating income," which was applied to payment of debts, interest, rents, betterments, etc., and of which \$206,460,209 was available for dividends on a capitalization of \$13,872,380,171. How must *aqua* the latter contained does not appear; but it is said that it is all owned by 319,499 shareholders, or over \$43,000 each—a pretty high average.

Secretary J. F. Miller of the F. O. M. A. has asked the Indiana pure food commission to take official notice of the wheat delivered to grain elevators in that state, which he complains is treated and doped before it is again sold to millers, who get it as an "inferior grade." The commissioner replied that his men had found lots of low-grade wheat going into the elevators; and that was as far as his information went. One sometimes wonders if Mr. Mueller is not getting a little set in his thinking on this subject and consequently a little unfair to the grain trade.

It was hoped the house would be as amenable to common business sense as the Illinois senate and as promptly pass the bill legalizing grain futures and options; but Speaker Adkins, on April 11, with all the fatuity of his class, issued a written statement that he would throw the entire weight of his powerful influence as speaker against the bill, accompanying that ominous threat with a tirade against the Board of Trade as untrue in fact as it was beneath the dignity and discreditable to the intelligence of a public man occupying his exalted position. Mr. Adkins has simply not yet emerged from the "dark ages" of "granger" prejudice against and ignorance of the plainest business verity of his age, and that is about all that can be said of him. The bill may be defeated; but that defeat will not add to Mr. Adkin's reputation as a safe and enlightened public man

nor to the business importance of this great state or to the welfare of the farmers which so much depends upon the broadest freedom of trade upon the Chicago Board of Trade.

The Cincinnati Chamber of Commerce has finally succeeded in framing regulations to govern the weighing of grain and hay in that market, which are printed on another page. The system would not satisfy all markets, there being too many privately owned scales operated by their owners, but the system will have the authority and endorsement of the Chamber which thus assumes responsibility for the service rendered; and that fact should guarantee improved conditions.

The Saskatchewan elevator bill is now law; and the farmers may proceed to organize companies with the assurance that the provincial treasury will supply the working capital. The law has but one redeeming feature—it does not absolutely abolish competition in the trade, as the government ownership nonsense has done to some extent in Manitoba. The people of Saskatchewan were quick to see the fatal defects of the Manitoba scheme, but their own plan is not a very great improvement.

Frank I. King's staccato style rather disconcerts one in this recent sample:

Too much blending in the grain trade. Foreigners are kicking because some American corn arriving in United Kingdom is not in good condition. What did they buy? They look too much at the price and not enough at the quality. Buy good goods and get good results. Too many near grades at a slight reduction. Uniform grades are a farce. Some markets grade corn without a moisture test. Possibly this corn went abroad, hurting the reputation of all American corn.

Who gets the raps—the foreigner, who pays the price for low grade and expects contract? Or the American, who sells contract and ships "steamer," which is something different? Or the inspectors? Really the paragraph reads like a medley out of which one fact, however, emerges, that somehow in the mix-up the reputation of American corn abroad is not being enhanced.

The question of discounts on off-grades of corn is again a live-wire question in the Middle West; and the losses due to them do not tend to improve the good nature of shippers. Nor does the situation appear to have anything of amelioration ahead. While there is at the moment an improvement in the demand for corn, the off-grades are as heavy as ever in some markets. It is not a popular thing to say, but we believe that the dealers are making a mistake who think that any hard and fast rules for fixing discounts can be established. The discounts are fixed naturally by the ability of the markets to unload the off-grades; consequently the discounts are greater in some markets than others. Chicago at this time, as it was a year ago, is the butt of many complaints, because in view of the heavy arrivals of low-grade corn the discounts have been severe, and notably so in comparison with some other markets. Not all shippers can always select their market, but those who can should, and doubtless do, utilize that which discounts the least. But difficult as it may be to put it in practice, the only safe way is to buy the grain right; the

farmer must stand his share of the depreciation in value, and we can see no way for it but for buyers to make free and continuous use of the moisture tester and force home to the farmer the fact that corn that does not grade cannot bring a price. Some shippers hew to this line rigidly and have had less trouble than those who have not done so.

The Government has gone back to a "before the close" hour for publishing the Crop Report, in spite of its late concession to the National Association's request to publish after the close so that the out-of-town people could stand on the same level as the man-in-town. Just why the Department has resumed the old objectionable hour, at the beginning of the 1911 season, has not been explained as yet, although an explanation would be appreciated by those members of the trade who believe the later hour would be more desirable in every way.

"One of the best ways to stop future attacks on speculative trading in grains and other commodities is to educate the public as to what it means," says the Inter-Ocean, which quotes Lamson Bros. & Co.'s market letter, in which they say:

"The morning papers contain extracts from the weekly review of a dry goods house in which is included the following statement: 'Most lines now being sold for fall delivery, such as cotton blankets, gingham, etc., are already sold beyond production. The present quotations relieve the market of uncertainty and will enable retailers to buy with confidence.' This means that there is short selling for future delivery going on in the dry goods business. The same is true more or less in all classes of business and there is nothing mysterious about it, but the general public [or is it the peanut agitator?] does not appreciate that the grain business is no different from any other line of business in the underlying principles. The fact, however, that the market is more public should be the greater reason why the public should understand better the general conditions; but the public has not been educated to consider the grain business in the same light as it considers other lines of business and consequently is a little inclined to criticize short selling of grain for future delivery. More education is all that is needed to convince the public that the grain business is no different from any other commercial line and that the same conditions which prevail in general business are just as prevalent in the grain business and just as legitimate."

Grain men would do the trade *and the public* a service by having that letter republished in their local papers.

The Boston "Grocer and Tradesman" complains of the annual free seed distribution authorized by Congress, that it costs a sum large enough to appear in the visible postal deficit. It may; but the objection to the seed distribution goes deeper than that, in that it is one of the numerous devices the politicians resort to which tend to make men dependent on the Government for those things they should provide for themselves. Farmers are not paupers, and yet the seed distribution is one way of encouraging them to become dependent; and no thoroughly self-respecting farmer will either ask for seeds or accept them for that reason. The original distribution was of small quantities of rare seeds, made to have such seeds tested for quality and usefulness in this country at a time when there were no experiment stations. Now that the Government itself tries out all new seeds that seem worth acclimating among us, the *raison d'être* of the distribution has ceased to be; but Congress, with the easy way public men have of giving away the peo-

ple's money without expecting any *quid pro quo*, still continues a practice that every man with wit enough to be suspected of symptoms of statesmanship must know embodies every principle that can be named as a concomitant of vicious and debasing legislation.

Whether we regard the origin of "the drift," as did the late Ignatius Donnelly, as a "busted" colliding planet that left its debris scattered over our earth after the encounter, or as the action of glacial ice triturating the everlasting hills, the fertile soil is, as we know, but decomposed rock and vegetable mold. And so after many years it has at last come to the New England Yankees that the very rocks and stones their forebears so laboriously removed from their farms in order to get room to plant their crops, are of the very self-same granite rock that in the glacial age was by nature's forces transformed to clay and productive soil; and they have begun to pulverize these rocks and stones and to use them as fertilizer. The material is said to give some remarkably good results, both in grain fields and on lands devoted to horticulture.

Mr. Foss's report of leaky cars, found on another page, shows that the number of bad-order cars arriving in this market must be materially less than in time past, and perhaps less than in some other markets. Leaks are inevitable, perhaps, but in shipping grain, as in other things, the ancient adage, "The gods help those who help themselves," applies. It is not an expensive or difficult matter to prevent all ordinary leaks; a few shillings' worth of cheap cotton cloth or burlap, or a paper liner made for the purpose, intelligently applied, will do the business in a car that is at all suitable for grain; but how many country shippers use either in place of trusting to luck? And what can be thought of the business qualifications of a shipper who starts a car unsealed and with end-doors open or unfastened? Shippers are not themselves careful enough; their own acts facilitate leaks by offering inadequate obstructions to them and they encourage the railways to careless handling of what the shipper himself seems to take so little interest in.

Association work has a wholesome influence on men. It takes them out of themselves; it makes them better citizens because it compels men to mix with each other and see the other point of view in spite of themselves. But when a man begins to think of "the association" as an arm to protect him against his own blunders, right the effects of his personal inefficiency in business or aid him in his efforts to get something, no matter what, for nothing, he is wandering off the paths that lead to the success of the association or to the cultivation of public confidence in it. The associations in the grain business, at least, that have lived (where there was real need for association at all) were those that served the public quite as faithfully as they served their own members; when they began to forget the public, the producer and the consumer, in their zeal to benefit their members only, they disappeared. It is the business of associations to reduce friction in trade, not to increase it.

TRADE NOTES

The American Machinery Company, of Port Huron, Mich., announces that they are represented exclusively in the New England States by the F. H. Stearns Mfg. & Supply Co., of Chester, Vt.

The Winnipeg Steel Granary & Culvert Co., Ltd., has been organized at Winnipeg, Man., to manufacture corrugated steel products. The Company is capitalized at \$100,000. The principal stockholders are J. Lyle Crossen and Percy Clarke.

All of Dixon's Graphite publications are mailed free upon request. This applies to "Graphite," published monthly by the Joseph Dixon Crucible Co., of Jersey City, N. J., and which contains useful and interesting literature to power users generally.

The American Machinery Co., of Port Huron, Mich., calls attention this month, in our advertising pages, to their American Special mill for profitable feed grinding. This mill is specially adapted for grain elevator needs and is commended by many unique features.

A long time fire hazard, an old keg factory adjacent the machine shop of the Charter Gas Engine Works at Sterling, Ill., was burned on March 15, and the management of the Charter company feel great relief. For forty years the old factory stood near the Charter works, a menace to the property.

A handsome half-tone of the "Eureka" double wheat scourer with its self oil bearings and scouring regulator appears on the April calendar of the S. Howes Co., of Silver Creek, N. Y. The picture is appropriately set in a frame of wheat and makes it one of the most attractive of their series of wall calendars that has yet been presented. All grain dealers who are not receiving these calendars can obtain one on request.

L. J. McMillin, with offices at 627 Board of Trade Building, Indianapolis, Ind., is experiencing a larger number of orders this spring than ever for his Automatic Dump Controller. This device is so simple and durable and performs its work so admirably that grain men find it indispensable when once used. It can be attached to any drop dump and the satisfaction given to farmers who unload their grain at the elevator is worth its installation.

On the 22nd of March the Foos Gas Engine Co., of Springfield, Ohio, shipped to the United States Government two Foos Engines for use in operating one of the dams in the river improvement work near Wheeling. These engines are designed along the lines of their heavy duty Vertical Multiple Cylinder type, consisting of three cylinders, each of 100 H. P. capacity. They are part of the order received from the U. S. Government and turned out by the Foos factory for the above purpose and will be installed at Dam No. 8.

That the roller mills used by many elevators for their feed and meal grinding work are often neglected is a well known fact. The rolls of a roller mill should be in good shape, ground and corrugated, whether they are making flour in a mill or grinding feed in an elevator. In this issue The Orville Simpson Company, 1230 Knowlton St., Cincinnati, Ohio, call attention to their facilities for corrugating rolls for every purpose. With "Straub Special" corrugations rolls will be in tip-top shape to do the very best quality of work, and do it in the shortest time, with a smaller consumption of power than old, worn down rolls.

Hess Grain Driers and Coolers, Hess Cold Air Conditioners, Hess U. S. Moisture Testers, are illustrated and described in booklets issued free on request by the Hess Warming & Ventilating Company, 910 Tacoma Building, Chicago. Another new booklet, "Hess-Dried," just from the press, contains a list of users of the Hess Driers, with their many commendations. This list is interesting. It contains the names of practically all of the large grain dealers of the United States; all of the grain handling railroads; and the terminal elevator operators at all of the Atlantic and Gulf grain exporting cities, from Portland to Texas City. The observations by the U. S. Department of Agriculture, of the work-

ings of the Hess-Drier are noted, touching on its efficiency in destroying weevil and other vermin in grain, in the removal of garlic from wheat, and in strengthening and improving the germinating qualities of seed. The booklet is especially useful to grain dealers and millers not operating driers as it is a complete directory of producers of "Hess-Dried Corn" from whom a supply may be obtained. It is a work of art from the printer's viewpoint, and all are invited to send for a copy.

The Williams Patent Crusher & Pulverizer Company, with offices in the Old Colony Building, Chicago, Ill., say that the demand for their Alfalfa outfits, Cereal grinders, has been especially good recently, and they are of the opinion that 1911 is going to be a very excellent year for them in this field. Their shops are extremely busy, working overtime, and have been since January 1st. The first three months for this year have been the best three months they have ever had since they have been manufacturing this class of machinery. Their new literature will be of interest to any party interested in Alfalfa or Feed.

WHAT THE HESSIAN FLY DOES TO THE WHEAT PLANT.

The reports of the damage done by Hessian fly this spring have apparently been exaggerated; but it is interesting to note how the fly affects the wheat plant. In the fall, soon after infestation, the effect



WHAT THE HESSIAN FLY DOES TO THE WHEAT-PLANT—INFESTED AND HEALTHY PLANTS.

on the plant becomes apparent. The infested plant has no central shoot, is a much deeper shade of green, is more stocky and the leaves stand nearly upright. These plants finally die during the winter. The uninfested plant is slender, bears a central shoot and the leaves are inclined to droop. The cut shows at the left an infested wheat plant with the "flaxseed" larva of the fly at the base; on the right is shown a healthy wheat plant.

The spring brood of the fly locates itself near a joint, weakens the stem and causes the plant to fall before harvest. A large amount of the wheat from these weakened plants passes through the mill separators as screenings.

MORE ABOUT RECIPROCITY.

Grain exporters in the Commercial Exchange are enthusiastic at the prospect of the passage of the Canadian reciprocity bill, as they contended that such a law will prove most beneficial to all interests in the grain trade. The farmers in particular, they say, would reap substantial benefits by reason of such a treaty, as with its passage they would be in a position to buy feed for their stock from 25 to 40 per cent below what they are now compelled to pay for it. Manipulation in the handling of grain and wheat corners would, they said, be a thing of the past with a treaty such as is proposed between the United States and Canada. George Omerly, of Hancock & Company, a large grain exporting house, was optimistic as to the benefits to be derived by such a treaty with Canada. "It will be a great thing for this country when that bill is passed," Mr. Omerly said. "One thing it will accomplish will be the elimination of 'corners,' for, once we can secure Canadian wheat, we can put it down in any option market in the United States

without fear of manipulation on the part of traders. There will be no such thing as a 'squeeze' with a reciprocity treaty in force. Manipulation of grain will be a thing of the past and the destruction of this evil will be a blessing to the trade in general. From a broad standpoint a treaty with Canada will enable us to do business twelve months in the year. Prices will be practically uniform, and we will be in a position to compete with Canada even in her own market. To my mind no legislation in years could mean more to the grain interests of this country than the passage of that bill. I sincerely hope that it will become a law."—*Philadelphia Ledger*.

With wheat duty removed and a free entry allowed to the United States, F. T. Heffelfinger (of Peavey & Co., at Ottawa) declared that American buyers would go into Canada and bid for wheat direct to the farmer before it reached the inspection pit. The result would be that whereas today farmers are paid by grades entirely, there would be purchases made and prices paid on the status between the present grades. Between No. 1 Northern and No. 2 there is a difference of from two to three cents a bushel and from No. 2 to No. 3 there is a drop of 7 cents. He thought that with more competition from American buyers the price to the farmer would be considerably increased.—*Edmonton Journal*.

After a careful study of the proposed reciprocity treaty between the United States and Canada, the London Statist decides that the agreement would be of great advantage not only to the United States and Canada, but to Great Britain as well. In part the Statist says: "Were they able to prevent corners in food that so frequently occur in the United States, the American government would not only benefit the consumers in the United States, but

would bring great advantage to the consumers in Great Britain. The high duties on food entering the States have heretofore materially assisted speculators to obtain control of the food supplies, and has encouraged them to operate freely whenever the opportunity offered. The greater the mobility of the world's supplies of food the less is the danger of local corners, and the less is the disturbance to prices and to consumption caused by speculation. A careful study of conditions in the United States has convinced us that that country will produce all its own food for many decades to come, and probably for centuries. The margin between maximum and minimum consumption in the States is very large. In years of prosperity America wastes immense quantities of food, but in years of depression there is very little waste, and this is the reason that America has so much food for export in periods of economy and so little in periods of prosperity."—*Inter-Ocean*.

Reciprocity.—If Reciprocity becomes law then Winnipeg becomes a domestic as well as an export exchange. Her quotations lose their purely "export significance." The idea that Canadian wheat will flood the United States in 1911 or at any time is fatuous. Every big wheat raising territory must have its conglomeration of grain dealers' wigwags dignified by the name of exchange. That the sectional importance of Kansas City, St. Louis, Minneapolis, Chicago or Liverpool will be changed is preposterous. The right of the Winnipeg Exchange to future trading immensities has always lain at the door of the "city center" which one time will represent an export volume exceeding even Russia. Canadian correspondence and interest in the futures should quadruple. The Canadian farmer and dealer will become "Americanized." Hedgings will grow, but they are liable to flow largely from Winnipeg. As Minneapolis represents a territory, sharply in price conflict, the uses of that admirable exchange cannot decline. The change in a cash wheat storage sense will mean little to Chicago, but as Chicago is the wheat clearing house of the world—the only

"loose leaf ledger" of finance that can buy or sell an entire Kansas yield any day of the week—signing of the reciprocity bill means an increase in those final hedging transactions that ever overwhelm small markets. The United States farmer will have the advantage of freights. In years when the United States is a solitary small crop producer our raisers will suffer 25c per bushel loss. Canadian yields will continue to move over to Europe, mainly in the old paths. Canada will handle and control her own crops. The great influence will be in Canadian quotations. In a world situation like the present—had Canada 40,000,000 more wheat—United States wheat would sell near 70 instead of near 90. It is the situation that will count and over a range of years the gyrations of "situation change" will rob the United States wheat raiser of many millions. The treaty inserts a period in the advance of our wheat soil values. Wheat soil is worth merely what it produces in market value. Canadian crop news will have a "twang" hitherto unknown—a little bitter to the farm tenant.—E. W. Wagner, Chicago.

Joseph Rank (protectionist) of London, Hull & Cardiff, one of the greatest millers and wheat merchants of Great Britain, is quoted (by the British Tariff Commission, pro tariff revision) as the leading British authority on wheat. Writing of the arrangement, he says: "It should be noted that the United States has already been grinding Canadian wheat in bond [in very small quantities—Ed.] for some years and it will be an advantage to get it free. The main thing is that this reciprocity opens up another market for Canada very close at hand. We [British millers] shall not be able to get as large a proportion and, as there will be increased competition, we shall have to pay more for what we want. This Canadian wheat is the kind that is needed to mix with our home wheat. It just gives to our bread what is wanted by reason of its gluten, strength and lifting power. It is a serious matter to this country that we should be losing wheat of this character and also wheat from our own empire. As it is, we must expect that our bread and other food will cost more as a result of this diversion of Canadian supplies to the United States."—Associated Press Report.

EXPORTS AND IMPORTS.

The following is a statement of the exports and imports of various cereals, seeds, etc., for the month of February, 1911, and for the eight months ending with February, 1911, as reported by the Bureau of Statistics, Department of Commerce and Labor (quantities only unless otherwise stated):

ARTICLES.	February, 1911.		EIGHT MONTHS, ENDING FEB.	
	1910	1911	1910	1911
Exports—				
Barley, bu.	164,152	209,750	4,132,991	8,439,291
Buckwheat, bu.	21,428		139,419	193
Corn, bu.	4,614,895	11,033,472	23,817,189	39,968,932
Corn Meal, bbls.	22,341	48,244	286,702	
Oats, bu.	104,226	93,237	861,812	1,013,080
Oatmeal, lbs.	749,511	5,250,532	1,137,932	18,154,850
Rice, lbs.	152,910	1,200,722	1,966,819	5,153,716
Rye, bu.	370		202,963	1,468
Rye Flour, bbls.	347	669	2,637	4,828
Wheat, bu.	1,166,351	1,348,551	39,410,726	18,544,279
Wheat Flour, bbls.	524,661	839,837	6,598,980	6,688,579
Bran, Millfeed, etc., tons.	4,922	8,028	37,315	36,019
Dried Grains, etc. tons	3,954	4,900	40,307	45,908
Rice, bran, meal, etc. lbs.	1,596,296	754,237	18,583,194	12,902,729
Total Breadstuffs...	\$8,108,189	\$12,148,746	\$102,751,894	\$84,732,534
Glucose and Grape Sugar, lbs.	13,393,975	18,459,331	96,745,141	119,402,426
Hay, tons.	4,009	4,470	38,815	37,614
Oil Cake and Oil-Cake Meal:—				
Corn, lbs.	4,778,944	6,303,829	32,951,205	52,288,558
Cotton Seed, lbs.	64,477,663	96,938,450	469,105,491	593,033,341
Flaxseed or Linseed lbs.	70,309,374	57,956,116	430,620,895	400,608,474
Vegetable Oils:—				
Corn, lbs.	960,569	2,859,141	7,861,544	13,402,933
Cotton Seed, lbs.	13,001,244	25,691,512	154,694,158	127,692,779
Linseed, gals.	10,878	13,522	171,877	103,828
Clover Seed, lbs.	371,586	409,520	6,240,543	3,980,733
Cotton Seed, lbs.	2,652,129	880,383	16,913,022	8,999,821
Flax Seed, bu.	104	50	64,742	236
Timothy Seed, lbs.	3,409,318	1,681,904	20,082,817	7,576,394
Other Grass Seed, val.	\$31,937	\$28,753	\$542,877	\$238,798
Beans, etc., bu.	33,018	20,645	273,076	215,528
Imports—				
Oats, bu.	155,346	28,232	625,201	59,576
Wheat, bu.	2,532	306,338	33,791	505,159
Wheat Flour, bbls.	12,676	13,139	78,668	112,933
Rice, lbs.	11,185,795	6,709,349	50,323,349	46,175,572
Rice, Flour, Meal, etc. lbs.	9,225,446	6,905,956	89,928,403	87,720,914
Castor Beans, bu.	46,354	30,295	537,017	410,804
Clover Seed, lbs.	1,625,345	4,609,078	9,958,301	20,477,568
Flax Seed, bu.	125,687	664,986	1,062,344	5,921,789
Beans, etc., bu.	68,434	98,856	726,642	808,693

EXPORTS OF FOREIGN MERCHANDISE.

Oats, bus.	10,461		184,955	4
Rice, bus.	708,216	296,749	5,307,398	3,413,446
Rice Flour, lbs.	1,290	2,800	10,330	16,093
Wheat, bus.	1,404		6,720	1,361
Clover Seed, lbs.		35,950		41,900
Other Seeds, value...	\$1,627	\$232	\$6,417	\$5,544
Beans, bus.	3,919	842	\$58,099	9,060

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain etc., at leading receiving and shipping points in the United States for the month of March, 1911:

BALTIMORE—Reported by James B. Hessong, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1911	1910	1911	1910
Wheat, bushels.	241,596	123,320	171,928	23,837
Corn, bushels.	1,962,325	838,831	2,711,891	1,578,321
Oats, bushels.	220,175	288,583	400	300
Barley, bushels.		2,441		
Rye, bushels.	34,411	56,611		
Timothy Seed, bus.				611
Clover Seed, bus.	3,100	7,096	367	138
Hay, tons.	6,753	5,379	1,142	1,509
Flour, barrels.	241,216	183,973	61,910	47,774

BOSTON—Reported by James A. McKibben, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1911	1910	1911	1910
Flour, barrels.	177,734	173,074	75,379	49,373
Wheat, bushels.	456,891	184,024	525,941	339,507
Corn, bushels.	716,098	431,580	1,091,162	506,950
Oats, bushels.	343,500	404,138	200	1,946
Rye, bushels.	2,970	1,577		
Barley, bushels.		6,250		
Flax Seed, bushels.		650		
Peas, bushels.	25	6,373		9,863
Millfeed, tons.	824	1,867		43
Corn Meal, barrels.	2,260	6,210	1,240	1,229
Oat Meal, cases.	14,322	65,253	13,528	28,250
Oat Meal, sacks.	15,305	27,525	12,175	19,280
Hay, tons.	19,990	12,560	6,946	948

CHICAGO—Reported by George F. Stone, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1911	1910	1911	1910
Wheat, bushels.	604,400	1,494,300	517,700	819,700
Corn, bushels.	9,872,350	8,698,900	5,254,950	5,766,850
Oats, bushels.	5,719,800	8,253,825	6,857,200	5,412,900
Barley, bushels.	1,981,100	4,061,500	696,400	880,900
Rye, bushels.	129,500	92,000	39,000	517,000
Timothy Seed, lbs.	1,205,200	6,114,700	2,751,000	5,349,200
Clover Seed, lbs.	750,800	540,000	503,500	472,800
Other Grass Seeds, lbs.	1,057,700	2,975,200	2,746,200	5,620,100
Flax Seed, bushels.	47,000	76,000	6,000	14,450
Broom Corn, lbs.	1,678,300	593,100	814,100	146,100
Hay, tons.	25,654	29,733	2,265	2,575
Flour, barrels.	458,971	1,054,497	302,604	697,543

CINCINNATI—Reported by C. B. Murray, Superintendent of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1911	1910	1911	1910
Wheat, bushels.	433,302	289,875	329,808	216,912
Corn, bushels.	972,542	705,050	458,477	443,430
Oats, bushels.	571,482	475,866	445,749	222,694
Barley, bushels.	24,912	99,695	3,154	20
Rye, bushels.	36,454	89,240	19,560	30,158
Malt, bushels.	183,330	153,154	49,814	47,614
Timothy Seed, bgs.	3,415	7,582	4,373	6,955
Clover Seed, bgs.	8,886	7,889	7,335	6,620
Other Grass Seed, bgs.	13,131	18,005	13,412	17,448
Hay, tons.	16,989	14,769	12,449	10,274
Flour, bbls.	125,063	126,392	76,858	78,820

DULUTH—Reported by Chas. F. MacDonald, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1911	1910	1911	1910
Wheat, bushels.	312,648	2,752,362	137,748	113,134
Corn, bushels.	98,371			
Oats, bushels.	8,441	1,160,154	45,660	367,123
Barley, bushels.	156,641	357,300	1,241	253,404
Rye, bushels.	1,755	74,716	16,323	1,753
Flax Seed, bushels.	36,778	59,092	25,913	63,729
Flour, bbls.	6,500	66,000	42,485	39,135
Flour Produced.	44,735	43,895		

KANSAS CITY, MO.—Reported by E. D. Bigelow, Secretary of Board of Trade.

Articles	Receipts		Shipments	
	1911	1910	1911	1910
Wheat, bushels.	964,800	1,971,200	1,290,000	1,986,600
Corn, bushels.	1,371,600	1,575,500	1,112,400	1,923,950
Oats, bushels.	428,400	313,000	345,100	420,000
Barley, bushels.	50,400	63,800	46,200	42,900
Rye, bushels.		9,900	1,100	4,400
Kaffir Corn, lbs.	4,800,000	7,500,000	2,800,000	
Bran, tons.	940	760	5,800	6,860
Hay, tons.	24,828	22,812	7,608	7,392
Flour, barrels.	15,750	12,000	123,750	167,500

MILWAUKEE—Reported by H. A. Plumb, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1911	1910	1911	1910
Wheat, bushels.	344,650	1,143,560	424,225	118,724
Corn, bushels.	789,870	959,970	987,498	744,284
Oats, bushels.	1,020,000	1,160,660	1,114,074	1,218,471
Barley, bushels.	978,800	1,660,193	547,517	280,581
Rye, bushels.	158,100	73,020	220,680	63,512
Flax Seed, bushels.		61,200		13,200
Hay, tons.	3,766	3,118	1,212	202
Flour, bbls.	304,890	246,015	342,057	373,046

MONTREAL, QUEBEC, CANADA—Reported by George Hadrill, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1911	1910	1911	1910
Wheat, bushels.	277,979	113,296		3,088
Corn, bushels.	56,463	39,063	13,013	8,709
Oats, bushels.	172,885	362,638	106,928	90,041
Barley, bushels.	86,573	91,176	3,773	2,851
Rye, bushels.	1,000	3,654		
Flax Seed, bushels.	60,557	53,178		
Flour, bbls.	56,732	24,403	36,328	64,648

NEW ORLEANS—Reported by H. S. Herring, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1911	1910	1911	1910
Wheat, bushels.	7,000	15,000	3,661	7,780
Corn, bushels.	609,000	447,000	1,049,652	564,763
Oats, bushels.	139,000	105,000	15,084	2,015
Hay, tons.	2,244	3,120	101	132
Flour, bbls.	110,644	71,260	58,638	60,023

NEW YORK—Reported by H. Heinzer, Statistician of the Produce Exchange.

Articles	Receipts		Shipments	
	1911	1910	1911	1910
Wheat, bushels.	1,113,600		1,118,188	
Corn, bushels.	1,317,375		1,710,591	
Oats, bushels.	1,235,250		44,470	
Barley, bushels.	378,538			
Rye, bushels.	17,250			
Timothy Seed, lbs.			100 bgs.	
Clover Seed, lbs.	bgs. 1,228		4,252	
Other Grass Seed, lbs.				
Flax Seed bushels.	930,127			
Hay, tons.	23,490		14,200 b's	
Flour, bbls.	696,682		387,520	

OMAHA—Reported by F. P. Manchester, Secretary of the Omaha Grain Exchange.

Articles	Receipts		Shipments	
	1911	1910	1911	1910
Wheat, bushels.	422,400	608,400	303,000	280,000
Corn, bushels.	1,711,200	2,609,200	1,074,000	2,150,000
Oats, bushels.	579,700	638,400	910,500	736,500
Barley bushels.	373,800	17,000	73,000	16,000
Rye, bushels.	12,100	22,000	5,000	18,000

PEORIA—Reported by John R. Lofgren, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1911	1910	1911	1910
Wheat, bushels.....	50,366	53,066	27,000	19,000
Corn, bushels.....	1,689,637	1,185,424	1,391,862	886,374
Oats, bushels.....	456,850	1,052,000	579,898	1,384,981
Barley, bushels.....	159,032	230,013	106,808	135,843
Rye, bushels.....	15,400	30,800	3,272	10,063
Mill Feed, tons.....	3,578	7,158	5,039	6,163
Spirits and Liquors, bbls..	10,999	11,352	49,441	45,244
Syrups and Glucose, bbls..	2,300	10,750	4,940	6,300
Seeds, lbs.....	240,000	210,000	150,000	267,000
Broom Corn, lbs.....	60,000	30,000	97,000	65,000
Hay, tons.....	2,910	5,978	1,681	1,525
Flour, bbls.....	193,544	306,971	222,854	295,691

ELEVATOR AND GRAIN NEWS

ILLINOIS.

Paul Bentke is erecting a concrete block grain office at Dana, Ill.

The Atwood Grain & Coal Co., of Atwood, Ill., has been dissolved.

The Northwestern Elevator & Grain Co., of Chicago, has dissolved.

The farmers of Dry Grove, Ill., intend to erect an elevator in the near future.

The Sibley Grain Co. of Sibley, Ill., has increased its capital stock from \$5,000 to \$10,000.

C. U. Bower has torn down his grain elevator at Covell, Ill., and will erect a larger and more modern structure.

The Illinois Central Elevator at Cairo, Ill., which is leased by the Armour Grain Co., has been closed down for the season.

P. S. Bronaugh recently purchased the elevator in Auburn, Ill., belonging to John Bronaugh, and took possession April 1.

The Farmers' Mill & Elevator Co., of New Burnside, Ill., has purchased the elevator and mill of the J. B. Kuykendall Milling Co., of Vienna, Ill.

There will be three elevators erected in Sibley, Ill., in the near future; one by the Farmers' Elevator Co., one by Hiram Sibley and one by Shearer & Miller.

The Goodfarm Grain Co., of Goodfarm Township, Grundy County, has been incorporated by James A. Small, M. M. Munson and C. J. Schrotberger, with a capital stock of \$5,550.

The partnership between the B. P. Hill Grain Co. and William J. Wacklin at McConnell, Ill., has been dissolved as Mr. Wacklin has purchased the Hill interest and will conduct the business alone.

Articles of incorporation were recently issued to the Woodhull Grain Elevator Co., of Woodhull, Ill. The company was incorporated by Jay L. Carnes, Arthur D. Richards, and Albert N. Johnson, with a capital stock of \$7,000.

At a meeting held recently by the promoters of the Farmers' Elevator Co. at Manhattan, Ill., it was decided not to accept the elevator offered by M. P. Ferris for \$1,000, but either to buy some other house or build one.

The farmers' elevator companies at Galva, Nekoma and Bishop Hill, Ill., were recently consolidated, with John Miller, of Galva, as president. The capital stock was increased to \$20,000. There are 600 stockholders.

Owing to the recent destruction of some of the elevators of the Clark Grain & Elevator Co., of LeRoy, Ill., and reverses in grain deals, the company will be forced to discontinue its business, though its liabilities are not greater than its assets.

The Mt. Morris Elevator Co., of Mt. Morris, Ill., have contracted with the Burrell Engineering & Construction Co., for a \$15,000 bushel grain elevator. It will be equipped with a 22-horsepower gasoline engine, a 1,500 bushel automatic scales, a No. 2 Invincible Grain Cleaner and a Stover Crusher.

The Sibley Grain Co., of Sibley, Ill., is building a 30,000 bushel grain elevator of cribbed construction, covered with Sykes Corrugated iron siding. It will be equipped with a Fairbanks Gasoline Engine, and a 2,000 bushel Richardson Automatic Scale. The Burrell Engineering & Construction Co. have the contract.

At a recent meeting of the stockholders of the Oneida Farmers' Elevator Co., of Oneida, Ill., it was voted to change the name of the company to the Oneida Grain Co. The meeting was called to consider the proposition of erecting a new elevator near their present house and of increasing the capital stock from 4,000 to 7,000 to meet the expense. The present officers are Hugh Grieg, president; William Masters, vice president; H. Nelson, treasurer, and Charles Brown, secretary.

The directorate of the recently incorporated Farmers' Grain Co., of Plainfield, Ill., consists of George Drumm, William H. Cryder, Fred Fiddymont, S. S. Van Dyke, Bert McCauley, Paul Murphy, C. F. Hartong, George Spangler and William Webb. The company's officers are William Cryder, president; C. F. Hartong, secretary; and S. S. Van Dyke, treasurer. The holdings of the Barr Grain Co. consisting of an elevator at Caton Farm, Ill., two at Plainfield and one at Frontenac, besides other property were purchased recently by the Plainfield Co. for a consideration of \$30,000. About \$6,000 more was paid for the stock after the invoice was taken. The total expenditures of the company will far exceed its capital stock. Chet C. Whipple and W. E. Hawkins who had charge of the company's elevators at Plainfield and Caton Farm respectively, have not been retained. Joseph

Dwyer will have charge of the offices at Plainfield and will manage the entire business of the company.

Secretary S. W. Strong, of the Illinois Grain Dealers' Association, reports the following recent changes among grain dealers of Illinois: Farmers' Elevator Co. succeeds A. D. Ricketts & Co., Claytonville; H. E. Surface succeeds Illinois Granaries Co., Granville; O. H. Rick succeeds A. A. DeLong, Fullerton; Fred Zilm succeeds Illinois Granaries Co., Milla; R. B. Andrews succeeds G. L. Hight & Co., Walker; H. H. Schulenberg succeeds Schulenberg & Armstrong, Tolono; H. E. Surface succeeds John McNabb, McNabb; Plainfield Grain Co. succeeds Barr Grain Co., Plainfield, Caton Farm and Frontenac. The following have opened new offices: H. I. Baldwin & Co., Decatur, new office, Champaign; Paul Van Leunen & Co., Decatur, new office, Cincinnati, Ohio. The Lexington Grain Co. changed P. O. from Bloomington to Lexington. The Farmers' Elevator Co., Darrow, mail Sheldon.

MISSOURI, KANSAS AND NEBRASKA.

John Leighfield has purchased the elevator at Pauline, Nebr.

A movement is on foot to establish a grain elevator at Elmer, Kan.

Alvert Burruse has purchased the Farmers' Elevator at Belvidere, Nebr.

L. F. Kavalac and brother have purchased the elevator at Brainard, Neb.

J. H. Cavanaugh has purchased a grain elevator and coal yard at Marysville, Kan.

The Farmers' Elevator Co. of Cozad, Nebr., is repairing the driveway at its elevator at that place.

The Farmers' Elevator Co. at Neligh, Nebr., recently purchased the Galena Lumber Co. of Neligh.

The new elevator of the Millers' Grain Co. at Negunda, Nebr., will have a storage capacity of 25,000.

The elevator at Beatrice, Nebr., owned by R. E. Simmons, has been sold to Mr. Wineland of Wellfleet, Nebr.

The Farmers' Elevator at Wilber, Neb., is again open for business, after having undergone extensive alterations.

The Farmers' Elevator at Loup City, Nebr., was recently sold to Robert Dinsdale for a consideration of \$3,000.

L. E. Conklin recently purchased the elevator, grain and flour business of Raymond & Son at Douglas, Kan.

Two Hall Signaling Grain Distributors are being installed in the elevator of the Updike Grain Co. at Arlington, Nebr.

J. G. Evans and C. D. Evans, farmers between Stella and Shubert, Neb., have purchased the Heacock Elevator at Shubert.

The Eagle Mill & Elevator Co. of Higginsville, Mo., will install a Hall Signaling Grain Distributor in its elevator at that place.

The Kaufman-Boyle Grain Co. of Wichita, Kan., has purchased the Robb-Bort Elevator and will not erect a house as is reported.

The Ellsworth Mill & Elevator Co. of Ellsworth, Nebr., will erect a 30,000-bushel elevator. The company will tear down the old 7,000 bushel house.

G. A. Jones recently sold his elevator at Hiawatha, Kan., to his brothers, Owen and George Jones. Mr. Jones has erected an elevator at Kansas City, Kan.

W. T. Shute, who owns a line of elevators along the Santa Fe Railroad, will build an elevator at Spearville, Kan., on the site which he recently purchased.

The United States Grain, Flour & Feed Co. at St. Joseph, Mo., has been incorporated with a capital stock of \$20,000, by J. W. Kramer, Willis Kramer and J. E. Kramer.

The capacity of the 1,000,000 bushel Milwaukee Elevator at Kansas City, Mo., will be increased by the erection of fourteen tanks. The house is operated by the Simonds-Shields Grain Co.

The J. W. Boyd Grain Co. will erect an elevator, warehouse and cornmeal plant at East Joplin, Mo., which will cost \$12,000. A 2,000 warehouse will also be erected by the company at Webb City.

The capacity of the Chicago, Milwaukee & St. Paul Grain Elevator at Coburg, a suburb of Kansas City, Mo., will be increased from 1,250,000 to 1,700,000 bushels. The work will be completed by July 1.

A new firm, known as the Keith Grain & Commission Co., headed by N. H. Keith, formerly manager of the Modern Milling & Manufacturing Co., of Waxahachie, Texas, has begun business at Wichita, Kan.

The Farmers' Elevator Co. of Morganville, Kan., has been incorporated with a capital stock of \$5,000 and has purchased the elevator of A. W. Robertson for a consideration of \$2,500. County Commissioner

John Anderson was elected president of the board of directors.

The Center Real Estate Mercantile, Grain, Live Stock & Manufacturing Co. will equip its elevator at Center, Mo., with a Hall Signaling Grain Distributor.

A new Farmers' Elevator Co. has been organized at Prosser, Nebr., for the purpose of taking over the property of the company which failed recently. The creditors of the old concern will be paid in full.

The farmers in the vicinity of Minneola, Kan., are talking of a co-operative elevator company. About \$3,500 has been pledged for the new plant. They have not decided whether to purchase the elevator which C. A. Tabb has offered for sale.

MINNESOTA AND WISCONSIN.

Brainerd, Minn., will probably have an elevator

The elevator at Crookston, Minn., has been shut down for the season.

The Farmers Elevator Co. at Trosky, Minn., was recently incorporated.

A grain elevator which will cost \$30,000 is to be erected at Duluth, Minn.

An elevator will be erected on the site at Starbuck, Minn., made vacant by tearing down the warehouse.

A warehouse association has been incorporated at Cashton, Wis., and will erect a \$10,000 warehouse at that place.

The farmers are organizing an elevator company at New York Mills, Minn., and will purchase the building of the Co-operative Co.

An effort is being made to obtain stockholders for the Farmers' Elevator Co. at Fosston, Minn. The company will either erect or purchase a warehouse at that place.

The stockholders of the Farmers' Elevator Co. at Heron Lake, Minn., have decided either to enlarge their plant at that place or to erect a 45,000 bushel elevator.

The Lucan Grain & Fuel Co., of Lucan, Minn., has been incorporated by Nels H. Haag, H. L. Jensen, Mrs. Mary Haag and Mrs. Carrie Jensen, with a capital stock of \$20,000.

James Peterson, Alex Datwyler, Joseph Salfer and others recently incorporated the Rowena Farmers' Elevator Co., at Rowena, Minn. The company has a capital stock of \$10,000.

Extensive improvements are being made on the elevator of T. E. Swan at Mukwonago, Wis. A stone and brick department will be erected which will house an engine and grinder.

Alfred H. Lee has purchased the interest of Roy W. Barstow in the firm of Barstow & Lee at Carlton, Minn., and Mr. Barstow has purchased a half interest in the Barnum Trading Co., at Barnum.

C. Steinkopf has purchased the elevator of the Exchange Grain Co. at Buffalo Lake, Minn., and is tearing it down preparatory to shipping the material to New Leipsig, S. D., where he will re-erect it.

The Kragnes Farmers' Elevator & Mercantile Co., of Kragnes, Minn., has been incorporated with a capital stock of \$20,000, by J. T. Gee, E. J. Gorder, Martin W. Gee, John T. Holte, Alfred Olson, John Oberg and Jorgen Jensen.

SOUTHERN AND SOUTHWESTERN.

The Numa Grain Co. of Numa, Okla., has gone out of business.

The machinery has been installed in the new grain elevator of J. T. Pace at Grove, Okla.

The Peters & Bradley Mill Co. is equipping its elevator at Knoxville, Tenn., with a Hall Signaling Grain Distributor.

The elevator of the Crouch Grain & Elevator Co. at Temple, Texas, which was recently destroyed by fire, will be rebuilt.

The capital stock of the Rosenberg Elevator Co. of Rosenberg, Texas, has increased its capital stock from \$10,000 to \$20,000.

The Newman-Naive Co. of Versailles, Ky., recently sold its business together with its warehouses to M. J. Hughes & Son.

The grain and feed business of the Denton Grain Co. at West, Texas, has been purchased by W. J. McCormick, formerly of El Paso.

G. A. Stoermer has sold his interest in the mill elevator and corn shucker and sheller at Eagle Lake, Texas, to F. A. Hoeninghaus.

The Barber Grain Co. of Fort Worth, Texas, has been incorporated by T. G. Moore, Kent Barber and W. F. Young, with a capital stock of \$2,000.

The J. Zimmermann's Co. will remodel a building at Mobile, Ala., into an elevator and warehouse which will be one of the largest buildings in the city.

The firm of Daniel, Binns & Laurent was recently incorporated at Nashville, Tenn., by E. E. Laurent, Howard L. Daniel, Thomas W. Binns, W. B. Anderson and W. S. Laurent, with a capital stock of \$50,

000. The company has purchased the warehouse of Samuel & Co.

The Gillette Grain Co., whose warehouse at Nashville, Tenn., was recently destroyed by fire, has leased the warehouse of Miller & Co. and will continue business without interruption.

The 500,000-bushel grain elevator being erected by the Texas City Transportation Co. at Texas City, Texas, has been practically completed. It includes a building 58x170 feet which is 165 feet high, 20 circular steel tanks, 11 interspersed tanks, and elevating machinery which has a capacity of 15,000 bushels and is equipped with 32 belts and cups. The machinery is driven by electricity from the company's central electric plant.

A grain elevator with a capacity of between 40,000 and 50,000 bushels will be erected by the Darragh Warehouse Co. at Little Rock, Ark., in connection with its two warehouses at that place which have a storage capacity of 250 cars. The elevator will be constructed of reinforced concrete and equipped with modern machinery. It will cost over \$20,000. T. J., F. K. and T. A. Darragh, sons of Captain T. J. Darragh, are the owners of the company which has been in operation nearly five years.

WESTERN.

The Arriba Trading Co. intends to erect a 25,000 bushel elevator at Arriba, Colo.

Funds are being solicited at Ho, Idaho, for the erection of a \$10,000 warehouse at that place.

O. B. Hoven, of Tolna, has in view the erection of some elevators in the vicinity of Plentywood, Mont.

W. W. Robinson, of Seattle, Wash., has sold his plant at San Francisco, Cal., for a consideration of \$250,000.

A line of elevators will be erected by the Centennial Mill Co., of Spokane, Wash., along the main line of the Great Northern from Columbia Falls to Glasgow, Mont.

The Dixon Milling Co., of Dixon, Cal., intends to build a new warehouse in connection with its alfalfa meal mill and to extend its siding to accommodate more cars at its present warehouse.

The Grangerville Farmers' Union, of Grangerville, Idaho, intends to build warehouses at Grangerville and Fenn, Idaho. A company for that purpose has been incorporated with a capital stock of \$10,000.

The business men of Wibaux, Mont., intend to build a 40,000-bushel elevator at Dennis, about thirty miles south of Wibaux. Traction wagon trains will be provided to haul grain from there to Wibaux for shipment.

The firm of Paterson, Smith & Pratt, of Portland, Ore., has been dissolved and the members of the firm, consisting of T. Smith, R. J. Paterson and E. Smith, have acquired stock in the Alber Brothers Milling Co. They will look after the grain departments of that firm at San Francisco, Seattle and Portland, respectively.

IOWA.

The Elevator Co. at Middleton, Iowa, is erecting a store room at its elevator.

Work has been begun on an elevator for Creig & Seeman at Spirit Lake, Iowa.

Turner Brothers will rebuild their elevator at Hastings, Iowa, which burned recently.

The elevator at Lake Park, Iowa, which was damaged by fire, will be replaced by a new one.

A new warehouse for the housing of machinery has been erected by the Farmers' Elevator Co. at Scranton, Iowa.

The farmers in the vicinity of Grand Mound, Iowa, are planning to purchase the Wells-Hord Elevator at that place.

The plant of the Davenport Grain Drying Co. at Davenport, Iowa, which was recently damaged by fire, is being rebuilt.

There is a move on foot to form a Farmers' Grain Elevator Co. in connection with the Elkader Co-operative Commission Co. at Elkader, Iowa.

The Farmers' Elevator Co., of Hawarden, Iowa, has purchased an additional building which will be used as a grain elevator and coal shed.

F. B. Alexander has purchased an interest in a grain elevator at Little Rock, Iowa, and the firm will be known as the Alexander Grain Co.

The Hart-Parr Co. recently purchased the ground of the Iowa Grain & Fuel Co. at Charles City, Iowa, and will remove the buildings from the lots.

The Farmeres' Elevator Co., of Rock Rapids, Iowa, has purchased the grain in the Scott Elevator, and has leased the elevator on the Illinois Central Railroad.

The Farmeres' Co-operative Co., of Highview, Iowa, has been incorporated with a capital stock of \$10,000, \$5,000 of which has been subscribed. Frank J. Webb is president of the company; Hugh Nairn, vice president; B. J. Stark, treasurer and George S.

Barner, secretary. The company has not decided whether it will buy a line elevator or build a house.

The newly organized Farmers' Grain & Lumber Co. of Carroll, Iowa, has a capital stock of \$20,000. C. M. Russell is president and L. C. Minehart, secretary.

The Farmers' Grain Co., of Akron, Iowa, at a recent meeting voted to increase its capital stock from \$10,000 to \$25,000 to provide for the establishment of a lumber yard.

The Farmers' Elevator Co. of Templeton, Iowa, was recently incorporated. George H. Bierl, Jr., was elected president; Jake Wegner, vice-president, and William Harnasch, secretary.

The G. S. Johnson Co. has been incorporated at Davenport, Iowa, by G. S. Johnson, W. R. Johnson and E. L. Ade, of Davenport, with a capital stock of \$100,000. George S. Johnson is president and treasurer; W. R. Johnson, vice president and E. L. Ade, secretary.

A Farmers' Elevator Co. has been organized at Hawkeye, Iowa, with Robert Byrne, president; C. G. Gager, vice president; Fred Boie, secretary and both the banks acting as treasurer. The directors are: J. F. Ungerer, Fred Boie, Frank Miller, Ed. Burkhart and H. P. Belschner. Business will be begun when \$5,000 in capital stock has been paid in.

OHIO, INDIANA AND MICHIGAN.

A. A. Geister will build an elevator at Alger, Mich.

The Tekonsha Grain Co. of Tekonsha, Mich., has been dissolved.

A 15,000 bushel elevator will be erected at Avon, Mich., by Frank Schmidt.

The Richmond Elevator Co. will probably erect an elevator at Emmett, Mich.

H. Ruttle & Sons will soon have their new elevator at Carsonville, Mich., in operation.

C. E. Carpenter has sold his elevator in Cass City, Mich., to the Peck Milling & Coal Co.

The elevator being erected by the Morris & Thompson Co. at Pleasant Bend, Ohio, is practically completed.

The Farmers' Co-operative Grain & Stock Co. has been organized at Camden, Ohio, with a capital stock of \$25,000.

A bean elevator will be erected by Walker & Middleton at Yale, Mich. Work will be begun early this spring.

A. Wasmuth & Sons Co. of Roanoke, Ind., has filed report of authorization of the issuance of \$30,000 preferred stock.

The formation of a co-operative elevator company is now being considered by the farmers in the vicinity of Belding, Mich.

The Wilhelm Elevator at Burrows and Woodville, Ind., have been purchased by the farmers in the vicinity of Burrows for a consideration of \$9,500.

The newly incorporated Farmers' Elevator Co. of Elmore, Ohio, recently purchased the Magee & Paffenback Elevator for a consideration of \$15,000.

The Neola Elevator Co. of Illinois, which has a capital stock of \$25,000, has been formed to do business in Indiana where it has invested \$10,000.

The farmers of Hartland, Clarksfield and Townsend Townships recently held a meeting at Hartland, Ohio, to discuss the organization of a Farmers' Elevator Co.

The Mohawk Elevator Co., of Mohawk, Ohio, has been incorporated with a capital stock of \$15,000. Ellwood Morris, T. H. New and L. M. Thomas are the directors.

The Mill Creek Elevator Co. of Mill Creek, Ind., has been incorporated with a capital stock of \$10,000, by P. M. Ners, L. T. Smith, W. H. Quinn, J. A. Siddles and James Shorp.

The elevator at Richville, Mich., which was destroyed by fire last summer, will be rebuilt by John Ortnier, who will be the sole owner. The old elevator was owned by a stock company.

F. S. Tyner, C. F. Tyner, J. F. Hamilton, G. M. Keith and O. F. Welch are the directors of the newly incorporated Tyner Grain Co. of Westport, Ind. The capital stock of the company is \$10,000.

A 15,000-bushel elevator will be erected by Moulton & Hawkins, at Bradford Junction, Ohio. The elevator will be covered with corrugated iron and will contain a Sidney Sheller, a 1,000 bushel automatic scale and will have an ear corn annex.

The farmers around Twining, Mich., have organized a co-operative elevator company with a capital stock of \$3,000 and have purchased the old elevator of the Saginaw Milling Co., with the intention of installing machinery as soon as possible.

The two elevators of the Toledo Salvage Co. at Toledo, Ohio, were recently sold at a special master's sale by order of the court. They were bought for about two-thirds of their appraised value which was \$30,000, by the bank holding the bonds of the

company. The houses have been idle for over a year.

A brick elevator and warehouse will be erected at Springfield, Ohio, for L. H. Johnson & Co.

The Farmers' Elevator & Coal Co., of Constantine, Mich., has awarded its contract to McAllister & O'Connor, of Chicago, for a 20,000 bushel grain elevator. It will be equipped with a Halstead Attrition Mill, Western Sheller and Monitor Cleaner.

J. A. Brickley, cashier of the Uniondale Bank, and J. B. Miller, manager of the Studebaker & Sons' elevator, have purchased the elevator of C. F. Davison at Uniondale, Ind., and will take possession on April 24. The consideration involved was \$6,500.

G. E. Sommer, of Fremont, Ohio, has placed his contract with McAllister & O'Connor for a new 20,000 bushel grain elevator. Two bins for ear corn will also be built. The machinery equipment will include a sheller and cleaner and Fairbanks Gasoline Engine.

Mote & Hawkins of Bradford Junction, Ohio, have placed their contract with the Burrell Engineering & Construction Co., Chicago, for a 20,000-bus. elevator. The machinery equipment will include a Sidney Boot Sheller, 1,000-bus. Fairbanks Automatic Scale and No. 3 Invincible Cleaner.

The elevator erected at Shadeland, Ind., for Robert Alexander, of Wisconsin, has a capacity of 20,000 bushels. It is equipped with a 1,200 bushel Western Sheller, a 1,600 bushel Western Cleaner, a Fairbanks Automatic Scale, etc. The Reliance Construction Co., of Indianapolis, Ind., had the contract.

The Saginaw Milling Co. recently purchased the interests of Wallace & Orr in the Sandusky Grain Co. of Sandusky, Mich. About five years ago the Wallace & Orr Co. of Bay Port, in connection with some other parties organized the Sandusky Grain Co. and purchased the Greeley and Bickle Elevators. The concern will continue under the name of the Sandusky Grain Co. The newly elected officers are: A. D. Eddy, president; A. L. Chamberlain, vice-president, treasurer and manager, and W. I. Biles, secretary.

EASTERN.

C. A. Powell has sold his grain and feed business at Post Mills, Vt., to the Crafts Co.

L. A. Fischer & Co. has been incorporated at Bradford, Pa., by Louis A. Fischer, Joseph Fischer and Joseph Ball.

The Chester Milling Co. intends to rebuild its elevator, grain warehouse and mill at Chester, Pa., which were recently destroyed by fire.

Michael Flynn and B. A. Tracey will engage in the grain and feed business at Stockbridge, Mass., under the firm name of M. Flynn & Co.

A receiving house and elevator will soon be erected by the Pattent Cereals Co., of Geneva, N. Y. The elevator will have a capacity of 100,000 bushels.

The J. A. Birge Co., of Huntington, Conn., has been incorporated with a capital stock of \$20,000 by John A. Birge, George S. Webster and James L. Webster.

Work on a granary and chop mill at New Wilmington, Pa., will soon be commenced as subscriptions to the \$10,000 capital stock of a company are being received rapidly.

Provided the Federal Milling Co., of Lockport, N. Y., can secure the strip of land in front of its property at Tonawanda, N. Y., held by the Erie Railroad, it will erect a large grain elevator and mill there.

A concern under the name of the Barton Grain Co., of Barton, Vt., has been formed by Griswold & McKinnon, of St. Johnsbury, who recently purchased the business of the Tower Co. at Barton. F. B. Tower has been hired to conduct the business.

The old established grain, hay and feed business at Flushing, N. Y., which was purchased by William Smith, of College Point, in January, 1909, from Bowne Brothers, who had conducted it for thirty years, was recently incorporated under the firm name of Bowne Brothers. William C. Bloomingdale, of Manhattan, has become a member.

THE DAKOTAS.

A farmers' elevator company is being organized at Stirum, N. D.

A farmers' co-operative elevator company has been organized at Forman, N. D.

Hurdsfield, N. D., will have a new elevator as stock is being raised for the enterprise.

The Rudloff Elevator at Shindler, S. D., is now owned by Marion Sylvius of Sioux Falls.

The Duluth Elevator Co. has sold its elevator at Hampden, N. D., to the Winter & Ames Co.

Messrs. Wankel, Cinden and Engel have purchased the old Farmers' Elevator at Verona, N. D.

The Bagley Elevator Co. is building an elevator at Faith, S. D., and T. D. Klinck, formerly grain

buyer for that company at Odessa, has been transferred to that place.

The Farmers Elevator Co. of Bryant, S. D., has purchased the Larkin & Metcalf Elevator Co.

The Farmers' Elevator Co. has been incorporated at Parker, S. D., with a capital stock of \$10,000.

The Tri-State Grain Co. of Sioux Falls, S. D., has been incorporated with a capital stock of \$10,000.

A new steel spout has been put in the elevator of the F. A. Morgan Lumber Company at Tyndall, S. D.

It is probable that the New England Grain Co. will erect an elevator in New England, N. D., this spring.

The Crocker Farmers' Elevator Co. of Crocker, S. D., has been incorporated with a capital stock of \$15,000.

The Co-operative Elevator Co. has been incorporated at Hecla, S. D., with a capital stock of \$25,000.

A new elevator will be erected to take the place of the house at Westhope, N. D., which burned not long ago.

The American Society of Equity, of Walcott, N. D., is considering the organization of a farmers' elevator company.

The elevator at Columbus, N. D., belonging to the Northland Co., which was recently burned, will be replaced by a new one.

The farmers in the vicinity of Mansfield, S. D., intend to organize a Farmers' Elevator Co. and operate an elevator at that place.

The Farmers' Elevator Co. of Alfred, N. D., will rebuild its elevator, which burned recently, as soon as there are indications of a good crop.

George Gackle, Peter Billigmeier and George E. Schlechter have incorporated the Farmers' Elevator Co. at Danzig, N. D. The capital stock is \$10,000.

The Equity Elevator Co. was recently incorporated at Hillsboro, N. D., with a capital stock of \$15,000. The officers are: W. C. Mergenthal, president, and Julius Bakkum, secretary.

Steps are being taken towards the organization of a co-operative farmers' elevator company at Lowry, S. D. The company will purchase the Hawkeye Elevator instead of erecting one.

A stock company, composed of farmers in the vicinity of Sinai, S. D., has been formed and the elevator business of H. Hoganson & Co. has been purchased. Possession will be given July 1. The new company has a capital stock of \$6,000 and will be under the management of E. D. Evans.

At a recent meeting of the farmers around Max, N. D., an elevator company was formed with a capital stock of \$20,000, not more than \$200 worth of which will be sold to any one person. The officers are: T. T. Yager, president; F. M. Hunt, vice-president, and George Monson, secretary and treasurer. The dividends will not be allowed to exceed 12 per cent.

CANADIAN.

An elevator will soon be constructed at Delburne, Alta.

The J. J. Trapp Co. will build a warehouse at New Westminster, B. C.

Buckley, Bell & Baker have opened a grain business at Vancouver, B. C.

The Canadian Pacific Railroad will probably erect an elevator at Port Burwell, Ont.

The Cranbrook Garage Co., of Cranbrook, B. C., has been granted a right to build elevators and mills.

R. J. Henderson, of Minneapolis, will probably purchase the Davidson Smith Elevator at Fort William, Ont.

The British American Elevator Co. has purchased the business and coal sheds of the Saskatchewan Elevator Co., of Langham, Sask.

A large cleaning elevator will be erected by the Canadian Pacific Railway at Fort William, Ont., on land owned by the company near Elevator D.

A branch office has been established at Saskatoon, Sask., by the grain shipping house of W. S. McLaughlin & Co., of Winnipeg and Minneapolis.

The Taylor Milling & Elevator Co., Ltd., of Lethbridge, Alta., has been licensed to carry on business in British Columbia. The company will have its office at Nelson.

Mr. Edwards, of Hamiota, Sask., has reopened negotiations with the Board of Trade of Scott, Sask., in regard to the erection of a mill and elevator at that place. He recently sold his line of elevators to the Manitoba government.

The taxes levied by the city of Fort William, Ont., on the elevator at that place, owned by the Grand Trunk Pacific Terminal Elevator Co. and leased by the Grand Trunk Pacific Elevator Co., have been set aside. It was proven by the G. T. P. Ry. that the elevators were a necessary part of its terminal property and, therefore, according to its agreement

with the city, which had been ratified by the Ontario Legislature, the elevators were exempt from all taxes, except school taxes, for a period of fifteen years from May 1, 1905.

[Special Correspondence.]

THE TRADE NEWS OF TOLEDO AND OHIO.

BY E. F. BAKER.

The government report on growing wheat which came in today (April 10) was something of a disappointment, as it showed the condition to be but 83.3%, considerably lower than had been anticipated by local grain men. Reports received here at Toledo from outside sources all over the state were of the most favorable character; and while a few claimed that some damage had resulted from freezing, thawing and heaving of the soil, these were exceptional, and the general condition was thought to be splendid. The weather of the past couple of weeks has been very hard on the growing plant, and while the condition is not all that could be desired, it is thought that it will be overcome later on under favorable circumstances. The local wheat market has been inclined to dullness recently. Farmers are very busy; receipts have been light; export trade has been almost out of the question; and the market has carried no speculative features. Total receipts of the past week have aggregated but 45,000 bushels as against shipments of 59,600 bushels, and local stocks decreased last week about 75,000 bushels to a total of 928,299 bushels. The milling demand has not been strong, most of the millers being well supplied with wheat for present use, and with a dull flour market to discourage buying for the future. It is estimated that there is still considerable wheat in first hands but that it will require flattering inducements to bring it out of hiding, and no heavy receipts are looked for here for some weeks at least.

On the other hand, corn has been moving actively and the quality has shown marked improvement. Out of 99 cars reported in during the week, 12 cars graded No. 2, 65 cars No. 3, 20 cars No. 4, and only four cars sample. Trading has been brisk and for the most part done on a highly satisfactory basis. The past week's receipts have amounted to 114,300 bushels and shipments 181,000 bushels. The supply here was reduced last week 44,000 bushels to a total of 360,000 bushels. Considerable difficulty is being found in securing good seed corn for this year's planting but the matter has been so generally agitated and tests so commonly made that it is thought the difficulty will be overcome.

At the present time it is estimated that the local supply of oats is about the same as it was last week—approximately 132,000 bushels. Receipts have been light recently, amounting to 22,500 bushels during the past week, with very little outside demand, shipments amounting to a total of 9,000 bushels. Oats planting is being delayed in some sections by wet ground and unfavorable weather, but a fair proportion has already been seeded and it is estimated that the acreage will be at least normal in this territory.

A small shipment of rye, amounting to about 200 bushels, came in this week, the first that has shown up in this market for more than two weeks.

The Huber seed bill, which has been for some time causing some anxiety to large seed dealers, has again shown up in a threatening attitude in the Ohio legislature. The bill was passed by the lower house some time ago and sent to the senate for action. A delegation of Toledo dealers visited Columbus recently and, it is said, secured the promise of the Senate committee that the measure would not be reported out favorably. Through some misunderstanding it crept out of the Senate committee for action after an amendment had been attached, exempting farmers from the rigid provisions of the bill. The measure, if adopted by the Senate, will necessarily be reported back to the House for action on the amendment. A vigorous protest will be made by seed interests against its final adoption. The measure, as proposed, is looked upon as not only unfair and impracticable, but as impossible in practice. Competent attorneys also are of the opinion that as prepared it will not stand the test of the courts, being class legislation and therefore unconstitutional.

H. L. Goemann, representing the Toledo Produce Exchange, is in New York City attending a several days' session of the National Industrial Traffic League. Among matters which will be discussed is the reclassification of freight rates, but this problem will not materially influence local grain business, as it affects only shipments of less than carload lots. Mr. Macomber is also attending the meeting as a representative of the Toledo Chamber of Commerce.

Fred King of the grain firm of C. A. King & Co., is recovering from a case of the mumps, which has confined him to the house for a week.

Henry D. Raddatz, who for several years has been a member of the firm of John Wickenheiser & Co. of Toledo, severed his connection with that company on April 1 and has gone into business for himself.

opening an office in the Produce Exchange Building. Mr. Raddatz first engaged in the grain business in 1891 in the office of Southworth & Co. Prior to his connection with John Wickenheiser & Co., four years ago, he was a member of the staff of W. A. Rundell & Co. He is a member of the Produce Exchange, and at the January elections was chosen second vice-president of the organization, which position he now holds.

A delegation of Toledo millers and grain men will attend the Millers' National Federation delegates' meeting at Chicago this week. Among those who will go are A. Mennell, Cyrus S. Coup and President Anderson of the Produce Exchange. Mr. Mennell is second vice-president of the Federation.

The Toledo Produce Exchange is agitating the proposition of establishing a sub-station in the old postoffice building when the government takes possession of its new \$575,000 postoffice building on Madison Ave. The old postoffice is located just across the street from the Produce Exchange building where most of the large grain dealers maintain their quarters, and the convenience of being able to send out mail matter in quick time has been one of the peculiar attractions of the location. The regular meetings close at 1:30 and a large amount of mail routed over the Wabash railroad is made up at 2:10 p. m., thus giving an opportunity to get in after the close of regular sessions. The new postoffice building is located nearly a half a mile away, making this convenience an impossibility. A delegation of grain men representing the organization held a conference with Postmaster W. H. Tucker on April 10 relative to the establishment of a sub-station in the old building and the retaining of this valuable privilege. Whether the government will grant their request is of course problematical.

A. Mennell, president of the Isaac Harter Milling Co., is back on the floor of 'Change after an absence of five weeks spent at St. Augustine, Fla.

The two properties of the Toledo Salvage Co., which for some time have been in the hands of the court, were recently sold to Charles G. Cunningham, representing the owners of the bonds of the concern. The East Toledo Elevator brought \$18,001 and the Hamilton Street property brought \$2,001. The former was appraised at \$27,000 and the latter at \$3,000. The financial condition of the company was affected by the failure of the East Side Bank which held its notes amounting to \$65,000. It had a capital stock of \$100,000 and an outstanding bond issue of \$90,000. The bonds were deposited with the Toledo Bank as collateral for a loan of \$23,000.

[Special Correspondence.]

ST. LOUIS AND SOUTHWESTERN GRAIN AND FEED NOTES.

BY L. C. BREED.

The St. Louis Grain Clearing Company has begun operations with a membership of thirty-two firms. The volume of trades cleared daily will be kept a close secret, and the reports of the volume of pit transactions which the newspapers formerly printed have been discontinued. The official reporter still keeps tab on them, but was notified not to give his report to the press.

The new option tax stamps are now in use by the grain firms on 'Change, and are cancelled by the Clearing House.

R. W. Boisseller has been circulating a petition on the floor of the Merchants' Exchange, asking the board of directors to submit a proposition to the members reducing the transfer fees on memberships from \$100 to \$5. Roger Annan, Sr., is circulating a counter petition in favor of having the fee stand as it now is.

The warehouse of Wehmeier-Zenk Company on Missouri Avenue, East St. Louis, was wholly destroyed by fire last week. The warehouse contained a quantity of baled hay belonging to various parties, amounting to 7,000 tons valued at \$90,000. Most of the parties carried insurance on the hay stored in the warehouse.

THE MISSOURI GRAIN BUREAU.

A short time since the members of the Board of Railroad and Warehouse Commissioners woke up to the fact that the force in the grain inspection department in St. Louis and Kansas City would be curtailed unless the Legislature made an appropriation equal to the fees collected by the office. This difficulty was met by the senate committee on appropriations which voted to give the grain inspection bureau of the commission \$150,000 for the support of the bureau for the next two years. Commissioners Knott and Ogelsby and Chief Grain Inspector Harry C. Nunn, who appeared before the committee, requested \$200,000.

The committee also approved the provision in the contingency bill, which requires that all fees collected by the bureau be turned into the state treasury, the intention being that the grain inspection and weighing department shall support itself out of its fees.

The Commissioners stated that the receipts of the grain department had never at any time exceeded \$82,000. The house committee on appropriations has not made any provision for the support of the grain

department and the contingency bill will be returned to that body for concurrence.

To cut expenses, the office of chief weighmaster of grain in St. Louis has been abolished and, in consequence, B. F. Miller loses his position. James T. Bradshaw, who holds a similar position in Kansas City, will be kept in service, but as a registrar at that market.

SOUTHWESTERN AND WESTERN NEWS ITEMS.

James Gwynn of Shelbyville, Mo., has sold his interest in the firm of O'Donnell & Gwynn to Enoch Rogers. The new firm will be known as O'Donnell & Rogers, which will carry on the feed business of the old firm.

Mr. Robertson of Aurora, Mo., is interested in a company which will erect a store and large warehouse on Mill and North Main Streets to be occupied by it for conducting a grain and feed business.

A. D. Cox of Nevada, Mo., has sold out his feed business to his father, R. C. Cox, who will continue it at the old stand.

A. C. Knight of Ash Grove, Mo., has sold his corn and feed mill to James West and Charles Small. The firm will be known as West & Small Mill Company.

The U. S. Grain, Flour & Feed Company of St. Joseph, Mo., has been incorporated. The capital stock is \$20,000. The incorporators are J. W. Kramer, Willis Kramer and J. E. Kramer.

The elevator at Gerlaw, Ill., belonging to the Edward Metzger Company of Alexis, Ills., toppled over, exposing 4,000 bushels of grain to the weather. Their insurance policies do not provide for the unusual manner in which the structure was demolished.

The Goodform Grain Company of Goodform, Ills., has been incorporated. The incorporators are James A. Small, H. M. Munson and C. J. Schrotberger.

Ralph Tinkham and his associates, well known farmers of Kirkwood, Ills., are arranging to form a company for the purpose of erecting an elevator. The company will be known as the Farmers' Elevator Company when its organization is completed.

The Woodhull Grain Elevator Company of Woodhull, Ills., has been incorporated. The capital stock is \$7,000. The incorporators are Jay L. Carnes, A. D. Richards and A. N. Johnson.

The Farmers Grain and Lumber Company of Carroll, Ia., has been organized with a capital of \$20,000.

The grain elevator at Doubleday, Ia., was burned March 26, together with 1,000 bushels of grain. The loss was about \$3,000.

The Rock Island Railroad company's elevator at Council Bluffs, Ia., was destroyed by fire March 8.

The Jacout grain elevator at Anselmo, Neb., was destroyed by fire March 11, causing a loss of about \$10,000.

The Ulysses Grain & Supply Company of Ulysses, Neb., gave a farmers' noon-day banquet March 17 at the New Ulysses hotel. The guests numbered 130 and addresses were made by several speakers.

Four elevator companies doing business at Kansas City, Kansas, have applied to the secretary of state for the return of their bonds filed as required by law. The company withdrawing their bonds are the Santa Fe Elevator Company, the Terminal Elevator Company, the Memphis Elevator and the Frisco Elevator. This is a move against the new state grain inspection law.

W. N. Gilman of Baxter Springs, Kas., has accepted the management of the Jaqueth Elevator for the coming year. This position was formerly held by B. H. Shields who recently purchased the Galena Mill & Elevator and has gone into business for himself.

Harry Jackson of Bentonville, Ark., is now located in the Craig building where he is conducting a flour and feed store.

J. H. Hawthorn of Timpan, Texas, has moved into his new feed warehouse.

E. R. T. Howard, Brownsville, Texas, has opened up a feed and seed store on Eleventh street.

The Rosenbaum Grain Company of Chicago is interested in developing 15,000 acres of irrigable land near Pecos, Texas.

The Crouch Grain & Elevator Company of Fort Worth, Texas, will rebuild their elevator at Temple, Texas, which was recently destroyed by fire.

The Farmers' Union Clearing House of Hasse, Texas, has been incorporated. The capital stock is \$500. The incorporators are H. D. McDouals, R. W. Newman and C. L. McCarney.

The Pitts Mill & Elevator Company of Marshall, Texas, has increased its capital stock from \$10,000 to \$20,000 and changed its name to the Marshall Mill & Elevator Company.

The grain warehouse of the Yoakum Grain Company of Yoakum, Texas, was destroyed by fire March 18. The loss on the stock was \$30,000 and on the building, which was owned by Green Welhausen, \$2,000. The grain company's insurance was \$3,000.

New Orleans in March exported 1,663 bushels of wheat and 1,060,766.44 bushels of corn. All the wheat went to Latin American states, as did 208,010 bushels of the corn. All the rest of the corn except 102,857 bushels to England, went to the Continent.

THE EXCHANGES

The Atchison Board of Trade has set up a moisture tester.

The Indianapolis Board of Trade recently retired \$2,000 of preferred stock.

The St. Louis Grain Clearing Company began doing business on March 13.

Perry C. Smith has resigned as director of the Kansas City Board of Trade.

John Donahue has been appointed official caller of the Chicago Board of Trade.

The annual sale of sample tables of the Baltimore Chamber of Commerce took place on April 1.

The Board of Trade of St. Joseph, Mo., entertained the local railway officials at lunch on March 24.

The Louisville Board of Trade system of indoor inspection, recently established, is meeting with much favor.

Memberships in the Buffalo Corn Exchange are worth \$500, one seal having recently changed hands at that figure.

A movement is on in the Chicago Board of Trade to curtail the branch offices of members in the lesser interior towns.

The council of the Winnipeg Grain Exchange sent a delegation to Ottawa in March to protest against several clauses of the elevator bill.

The directors of the Milwaukee Chamber of Commerce have appropriated \$200 for the use of the Crop Improvement Committee and to this the brewers and maltsters added \$500.

The editor is indebted to Sec'y Geo. H. Morgan, of the St. Louis Merchants' Exchange, for copies of his annual report for 1910 and of the list of members of that body corrected to January 11, 1911.

The Pittsburg Grain and Flour Exchange on March 14 and 15 entertained President B. A. Dean of the National Hay Association. He was shown the terminal facilities of the Greater Pittsburg and entertained at a banquet.

The directors of the Milwaukee Chamber of Commerce have recommended adoption of No. 2 northern wheat, No. 2 hard winter wheat, No. 2 red winter wheat or the higher grades for contract delivery; also that the directors shall regulate control of market quotations on the floor of the chamber.

The directors of the Chicago Board of Trade on April 11 expelled Washington Flexner of Louisville, Ky., on the charge of bucket-shopping operations. He is the head of a firm of Washington Flexner & Co. Other expulsions from the Board for the same offense are thought to be imminent.

DETROIT BOARD OF TRADE.

At the late annual election of officers of the Detroit Board of Trade, Arthur S. Dumont was chosen president, Harry B. Simmons and Frederick W. Conn, vice-presidents. Directors—Henry M. Hobart, James T. Shaw, Frank T. Caughney, Herman F. Zink, Clinton R. Huston, David Scott, George Beck, William H. Hart. Committee of Arbitration—L. A. Parsons, C. M. Carran, J. T. Hornung, F. J. Simmons, Robert Henkel, F. Wm. Lichtenberg, M. Neckel, C. H. Barrett, T. C. Craig, F. B. Northwood. Committee of Appeals—A. J. Ellair, G. L. Fleitz.

ELECTION AT MILWAUKEE.

At the annual election of the Milwaukee Chamber of Commerce held on April 3, the following officers were chosen for the ensuing term:

President (one year), W. P. Bishop.
First V-President (one year), M. G. Rankin;
Second V-President (one year), P. P. Donahue.
Secretary and Treasurer, H. A. Plumb.

Directors (three years), E. H. Dadmun, B. G. Ellsworth, D. G. Owen.

Board of Arbitration (one year), W. J. Armstrong, J. J. Crandall, A. L. Johnstone, Chas. R. Lull, H. M. Stratton.

Board of Appeals (one year), John V. Lauer, Jas. T. Mallon, W. E. Mereness, Jr., Chester B. Pierce, W. E. Stacks.

CHANGES IN EXCHANGE MEMBERSHIP.

Chicago.—Sec'y Stone reports the following changes in the membership of the Chicago Board of Trade during March: Admitted—Edward A. Cudahy, Andrew Hazlehurst, Jr., Edwin L. Hitch, Chas. W. Austin, Thos. J. Stofer, Benj. F. Schwartz. Withdrawn—Est. of Michael Cudahy, Geo. W. MacMullen, Miner T. Ames, H. W. Forward, Robt. B. Long, W. P. Mackenzie.

Cincinnati.—Supt. Murray reports the following members elected to the Cincinnati Chamber of Commerce on April 4: Charles Kobman, hardware and sheet metal works, 1919 Central Ave.; John G. Cutting, Second National Bank, Ninth and Main Sts.; L. K. DeBus, Cincinnati Cooperage Co., Riverside, Cincinnati.

Milwaukee.—Sec'y Plumb reports the following changes in the membership of the Milwaukee Chamber of Commerce during March: Members Admitted

—Messrs. Isaac E. Conn, A. L. Rosenberg, Robert Gordon. Memberships Transferred—J. E. Woodworth, Jno. Lawrence.

Kansas City.—Sec'y Bigelow reports that R. F. Atwood has been admitted to membership in the Kansas City Board of Trade on transfer from R. G. Brown, general freight agent C., R. J. & P. Ry. Co.

San Francisco.—Sec'y Friedlander reports the following as admitted to membership in the San Francisco Merchants' Exchange during the month of March, 1911: W. P. Henry, Producers' Hay Co., to succeed W. W. Robinson; Leon Bocqueraz, French-American Bank of Savings, to succeed Chas. Carpy; Lester L. Morse, C. C. Morse & Co., to succeed John Frey; Burr Fisher, Fisher Flouring Mills Co., to succeed A. H. Mahan; A. H. Winn, California Title Insurance & Trust Co., to succeed A. T. Spotts Estate.

St. Louis.—Sec'y Morgan reports the following new members admitted to the St. Louis Merchants' Exchange in March, 1911: Hiram O. Zerse, B. H. Lang & Co., Com'n; W. P. Smith, Southern Ry.; Edwin Brockmeier, Brockmeier Flour & Grain Co., Leonard Bacon, Sherry-Bacon Grain Co., all of St. Louis; by transfers from Chas. W. Baum, Chas. W. Gillett, A. L. Wolff and Moses Summerfield.

Toledo.—Sec'y Gassoway reports that H. D. Radatz & Co. have been admitted to membership on the Toledo Produce Exchange.

COUNCIL OF EXCHANGES.

The office of the Council of North American Grain Exchanges has been removed to 309 Traders' Building, opposite the Board of Trade Building, Chicago.

SEMI-ANNUAL MEETING.

The next meeting of the Council of North American Grain Exchanges will be held in Milwaukee, Wis., upon June 28 and 29. The headquarters of the meeting will be the Pfister Hotel; the meeting will be held in the Club Rooms of the same hotel.

Among the subjects which will be discussed at this meeting will be that of the organization of a credit association and the decision of the District Court of the United States at Kansas City in the case of the United States vs. the Hall-Baker Grain Co., of Kansas City, involving the alleged violation of the Pure Food Law by the Hall-Baker Grain Company, in which a decision was rendered against the Company. Specific amendments to the Constitution and By-laws will also be submitted and discussed together with various other subjects of interest to the grain trade.

CROP IMPROVEMENT COMMITTEE.

The Crop Improvement Committee of the Council, under direction of Bert Ball, will have a report to make at the meeting concerning its activities. This Committee has recently completed a barley campaign in which many thousand barley circulars were distributed; 1,000,000 "Seed Grain Suggestions" have also been distributed among farmers and grain men. The "Seed Grain Suggestions" were carefully compiled and endorsed by the State Agricultural Colleges of the grain producing states. The Committee has also sent out 100,000 corn cards urging the testing of seed corn.

Another edition of a million "Seed Grain Suggestions" has been sent out through the "B" Grain Exchanges and all the other interests which are acting in conjunction with the Committee.

Ohio has had several seed trains out this spring and is arranging to send out six or eight more in August in the interest of winter wheat. The Ohio Millers' Association is actively interested with the State Extension Department.

Requests by a number of states have been made to the railroads to supply wheat trains for August and September, and all states which are interested are requested to take this matter up with the Secretary of the Committee before the meeting of the agricultural and industrial agents of the railroads at Detroit in May.

There will be more seed plots sown this year than in any five previous years.

The Omaha Price Current has been printing the Seed Grain Suggestions on the back of its sheet with an editorial urging the country editors to copy it. This idea originated with the national committeeman, E. A. Cope, and the plan has been passed along to all the other exchanges.

New York printed and sent out fifty thousand "Seed Grain Suggestions" on its own account. Chicago is sending out another forty thousand and all members of all the exchanges have been supplied with a sufficient quantity to include in their daily mail.

An agricultural train was operated the entire length of the standard gauge system of the Colorado and Southern, Denver and Rio Grande, Santa Fe and Julesburg lines of the Union Pacific, covering a total of nearly 3,000 miles and was attended by 234,835 people. Alfalfa was one of the principal topics but grain and fourteen other subjects were given attention.

The flax interests are spending large sums to present Prof. Bolley's methods in flax culture to convince the growers that flax is a safe and suitable crop in rotation, if the seed is properly treated. The campaign emanates from the North Dakota Station.

Missouri has a law which enables county courts

to establish experiment stations upon county poor farms and to select other tracts to be used in breeding the best varieties adapted to soil and climatic conditions. A number of counties have already availed themselves of this privilege and St. Charles County has organized a Crop Improvement Association which includes not only the Farmers but the Commercial Club and Superintendent of Schools, and a membership committee of three has been appointed from each of the six townships to induce every man to join and declare himself in favor of better farming. This is the home of the celebrated "St. Charles White" corn which has a national reputation. They will establish several seed corn tracts on various farms owned by members and a special committee will be appointed by the court to advise the proper methods to keep the variety pure and to breed it up to its highest efficiency. They will also undertake winter wheat culture and will hold a grain show in the fall when they will list the farmers of their county who have made the best showing in bushels and quality per acre. The Crop Improvement Committee will endeavor to carry this same work as rapidly as possible into the other counties of Missouri.

The brewers and maltsters of the United States have contributed to a fund to obtain a larger yield of better barley, and a barley primer has been prepared from the various bulletins by Prof. Moore of the Wisconsin station and edited by Donald S. Blair, B. Sc. Agr., and sent broadcast over the states of Wisconsin, Minnesota, North and South Dakota, and Iowa.

WEIGHING RULES AT CINCINNATI.

The Cincinnati Chamber of Commerce and the grain and hay members have at last come to an agreement by virtue of which the Chamber will maintain a Weighing Bureau. The Weighmaster will be appointed by the Chamber's directors. He will appoint deputies with the directors' consent and that of the committee on weighing inspection. Owners of scales, who are members of the Chamber, may be appointed deputy weighers, but will receive no salary; others will be paid a salary, but all fees earned shall go to the Chamber. The Weighmaster is constituted the executive officer of the Bureau. Other rules are as follows:

Rule 5.—The Supervisors of Deputy Weighers shall supervise the weighing and inspect the records relating to weighing operations which are to be certified to by the Weighing Bureau. They shall have authority to weigh or re-weigh at any point within the jurisdiction of the Weighing Bureau, and shall make such reports to the Weighmaster as required.

Rule 6.—The Weighmaster, supervisors or deputy weighers shall seal the cars or have the same sealed, with Weighing Bureau seals after the property has been weighed and loaded into the cars, such seals to be furnished by the Weighing Bureau. It shall be misconduct for any person to break any seal affixed to any car of grain, hay or other commodity without the knowledge or consent of the Weighmaster, supervisor or deputy weigher. Cards shall be furnished by the Weighing Bureau, designating initials and car numbers of cars officially weighed for shipment, indicating that such cars to which these cards are attached have been weighed by the Cincinnati Chamber of Commerce Weighing Bureau. Such cards shall be attached to all officially weighed outgoing cars.

Rule 7.—If a car is found to be in bad order and in such condition as might contribute to loss or damage of contents, the supervisor or deputy weigher in charge must immediately notify (or cause the same to be done) the local freight agent of the railroad on whose track the car is then located, of such defect, and the local freight agent of the railroad company shall, as soon thereafter as possible, send an inspector to examine the car jointly with the supervisor or deputy weigher. If they agree upon the fact, notations as to specific defects shall be made upon the weight certificates, and signed jointly by the supervisor or deputy weigher and the car inspector. If they are unable to agree, each will make written report of his findings and conclusions in duplicate, each furnishing the other with a copy, said reports to be filed with the Weighmaster, who shall determine as to the notations to be made on the certificate. The settlement of all claims for loss or damage in which the railroads may be interested, are to be made according to merit and as developed by investigation.

Rule 8.—Any railroad company accepting the conditions of and operating under these rules shall be furnished promptly with Weighing Bureau weight certificates on all cars transported by it, and shall at all times have full access to the records and files of the Weighing Bureau.

Rule 9.—Official certificates of weight shall be issued by the Weighmaster, supervisors or deputy weighers, such certificates to be furnished only by the Weighing Bureau, and any other form or imitation shall not be used or permitted. Official certificates shall be consecutively numbered, must show the entire contents of each car weighed, designating the number of bales or sacks if so loaded. Certificates shall show the condition of the car, with such other details as the nature of the case calls

for. Original and duplicate certificates shall be furnished to the party ordering the weighing and if the weighing is not by order of the seller, he also shall be entitled to receive a copy of the certificate. The Weighmaster, supervisors or deputy weighers shall affix the seal of the Weighing Bureau of the Cincinnati Chamber of Commerce to all certificates issued, and no certificate shall be valid without the Weighing Bureau seal.

Rule 10.—The fee for weighing grain, grain products, millfeed, seed, hay and straw shall be \$1 per car. For weighing commodities other than the foregoing, the fee shall not exceed \$1.50 per car for potatoes and onions, \$1 per car for cabbage, \$1 per car for pig iron, and \$1 per car for all other commodities not here specified. For weighing in single wagon lots, one-horse wagon, 10 cents; two-horse wagon, 15 cents; three or four-horse wagon, 25 cents.

Rule 11.—All warehouses, mills and elevators in the grain, hay, feed and seed trades, operating under these rules, who furnish the facilities and scales, shall pay the Weighing Bureau 50 cents per car for all grain, grain products, millfeed, seed, hay and straw weighed inbound, for which official certificates shall be issued. On cars weighed outbound no fee shall be charged for certificates.

Rule 12.—Certificates shall be furnished to the railroad companies operating under these rules, on all inbound cars, and to the trade on all inbound cars, except those cars, the contents of which are purchased on shippers' weights; satisfactory evidence of such purchase must be furnished to the Weighmaster, supervisor or deputy weigher. Railroads operating under these rules shall pay to the Weighing Bureau 25 cents per car on all inbound and outbound weights for which certificates must be furnished, except on business between industries within the switching limits of Cincinnati, for which no charge shall be made.

Rule 13.—Supervisors or deputy weighers under appointment of the Weighing Bureau, who are owners or operators of wagon scales, may issue official certificates of weight in manner as provided in Rule 9 of these rules, on grain, hay or other commodities weighed by them, of which they shall keep a record for the Weighing Bureau. As compensation for their services they may retain the fees for the weighing, making payment to the Weighing Bureau of such amount as may be charged for blank certificates furnished for such purpose.

Rule 14.—At the discretion of the supervisor or deputy weigher in charge, all wagons to be used in the removal of contents of a car to be weighed must be weighed empty prior to the loading from the car, and such wagons must be stripped of all movable covers, tarpaulins or other articles. All boxes attached to such wagons must be opened and inspected by the supervisors or deputy weighers before such wagons are weighed. Empty wagons must be weighed as often as the supervisor or deputy weigher requires. No wagon shall be allowed to go to the cars after 6 o'clock p. m., or before 6 o'clock a. m., without the supervisor or deputy weigher in charge having been notified of such intention and giving consent thereto. No sacks shall be allowed to be weighed in empty wagons.

Rule 15.—When weighing in carload lots on track scales, supervisors or deputy weighers shall weigh gross and tare on the same day, and if any weather changes between time of weighing gross and tare during the same day, then cars must be reweighed. If a car cannot be transferred on the day of weighing gross, it must be reweighed on the day of transfer.

Rule 16.—All plants, industries and manufactories (engaged in other than grain, hay, feed and seed trades) operating under these rules, who desire the Weighing Bureau service and who furnish their own facilities and scales, shall pay the Weighing Bureau 25 cents per car for all certificates issued.

Rule 17.—The provisions and operation of these rules are subject to terminal regulations of the railroads as to car demurrage, switching, re-weighing, and the tariff regulations and provisions governing such service.

Rule 18.—If the Weighmaster has evidence that any person not a member of the Chamber of Commerce and not amenable to its rules, is guilty of furnishing false weights, or of removing the contents of cars before the contents are handled for weighing, or of any other misdemeanor connected with weighing operations, it shall be his duty, upon knowledge of such evidence, to cause to be prosecuted such person deemed guilty of any such acts. (Section 7067, Revised Statutes of Ohio.)

Note.—These rules governing weighing operations of the Chamber of Commerce Weighing Bureau are for the purpose of securing uniformity of practices in weighing operations in this market for the benefit of the whole trade interested, and for a proper standing of the market among shippers. Any infraction of the rules will subject the offending member to complaint for misconduct, as provided for in the By-laws. (See Section 8, Article V, of the By-laws.)

The Weather Bureau on April 1 resumed the regular spring corn and wheat bulletins.

COMMISSION

Lewis J. Lederer of the firm of Lederer Bros. of Baltimore, Md., sailed recently on an extended trip abroad.

L. W. Forbell, of Forbell & Kipp, New York City, returned recently from a pleasure trip to the West Indies, etc.

N. H. Keith, late of Waxahachie, Texas, has organized the Keith Grain and Commission Co. at Wichita, Kan.

The Perry C. Smith Grain Company of Kansas City, Mo., failed recently with losses aggregating, it is stated, upwards of \$250,000.

Daniel, Binns & Laurent is a new firm at Nashville, Tenn., composed of E. E. Laurent, H. L. Daniel, T. W. Binns, W. B. Anderson and W. L. Laurent.

Charles Congdon, senior partner of the firm of Congdon-Stever of Chicago, was recently re-elected Alderman from the first ward of the city of Evanston.

H. A. Tubbs, formerly with Walter Fitch & Co., Chicago, has accepted a position with J. P. Griffin & Co., and will travel for this house in Iowa exclusively.

The U. S. Grain, Flour & Feed Co. of St. Joseph, Mo., has been incorporated with a capital stock of \$20,000. The incorporators are J. W. Kramer, Willis Kramer and J. E. Kramer.

The C. L. Taylor Company of Canton, Ohio, has changed its name to the Samuel Sinclair Company and the business of grain will be enlarged to include a general brokerage business.

Nicholas Keith, formerly manager of the Emporia Grain Co., at Emporia, Kan., but who has been until recently engaged in the milling business, in Texas, is contemplating engaging in the grain business at Wichita, Kan.

S. M. Bray, who has been for years prominently identified with the grain interests of Memphis, Tenn., has left that city for Cleveland, Ohio. He was given a farewell dinner at the Gayosa Hotel by about forty of his friends before his departure.

James C. Crighton of the firm of Crighton & Lasier of Chicago was recently presented with a handsome bouquet of American Beauty roses by his many friends on the Board on the occasion of his sixtieth birthday. Ex-President W. S. Jackson made the presentation.

The importing and grain shipping firm of Balfour, Guthrie & Co., of Tacoma, Wash., have enlarged their offices to accommodate their increasing business by taking a suite of rooms on the fifth floor of the Perkins building. The Company is looking forward to a very large business the coming year.

F. E. Winans & Co. of Chicago, Ill., will move on May 1 from the building at 6 Sherman street to offices in 96 Board of Trade building. This firm in addition to their grain business is one of the most prominent seed firms in the Chicago market. They have been in the old location since 1891 and have established an excellent business on the solid, substantial basis of giving the very best attention to their customers' interests.

Charles Kennedy & Co. is a new commission firm at Buffalo, the officers being Chas. Kennedy, president; A. B. Black, vice-president; H. M. Barker, secretary; C. M. Kennedy, treasurer. The company is operating with \$100,000 capital stock. The company will make a specialty of wheat. All of the members of the firm have been in the grain business at Buffalo for years and the company is only a reorganization of the firm of Charles Kennedy & Co.

The Merchants Grain Co. of Chicago, capitalized at \$25,000, turned its open trades over to Lamson Bros. & Co. the latter part of March and temporarily ceased business on account of the disappearance of its president, Laverne A. Lewellyn and a shortage of about \$27,000 lost, it was stated, through speculations by Lewellyn. The directors of the company, William Kemper, C. F. Van Wie and Bernhard Pfelzer, who is also secretary and treasurer, have had several conferences with the creditors of the company looking to some arrangement by which the business could be continued. A meeting will be held Saturday, April 15, and it is thought affairs may be settled so that the business can be carried forward as formerly.

Henry D. Raddatz, recently associated in business with John Wickenhiser & Co. at Toledo, Ohio, has engaged in business for himself under the firm name of Henry D. Raddatz & Co. He will carry on a general grain business. In 1891 Mr. Raddatz started in the grain business as one of the force in the offices of Southworth & Company of Toledo. Later he engaged with W. A. Rundell & Co., and about four years ago was made a member of the firm of John Wickenhiser & Co. Mr. Raddatz is one of the most aggressive of the younger set of grain men on the Toledo Produce Exchange and was elected its second vice-president at the last election. He is well posted on grain and field seeds and has very many friends in the trade generally.

BULK HANDLING OF WHEAT.

The South Australian Wheat Commission in its report recommended, some time ago, that the government should experiment in the handling of wheat in bulk to ascertain whether it would be an improvement on the present method of shipping. Accordingly the present Minister for Agriculture has been negotiating with manufacturers who have constructed and erected elevators in various parts of the Commonwealth, and a representative of T. Robinson & Son, Ltd., has been to Adelaide in reference to the matter; and with the Minister and the controller of wharves, he visited the outer harbor to select a site for the elevator.

The Minister hoped to be able to have a temporary structure erected to experiment with this season's wheat, but the shortest period in which this could be supplied would be four months. A position at the outer harbor has been offered for a building, and if it is suitable the Minister proposes putting up an elevator to deal with the harvest of 1911-12. He has not yet decided whether it will be of a temporary or of a permanent character.

MORE ADVENTURES

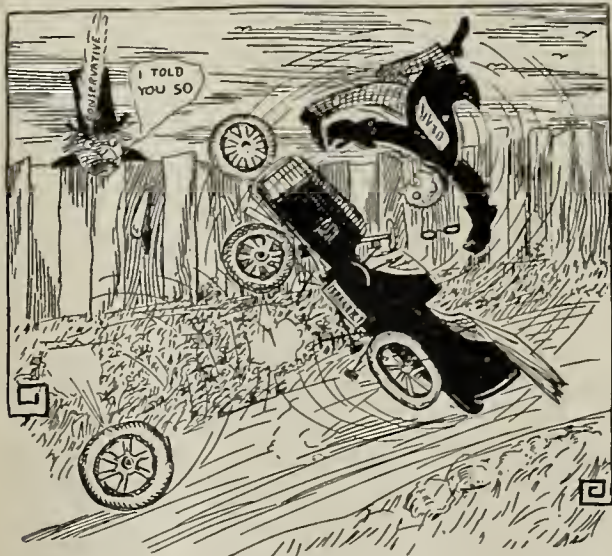
Of Mr. Bull, with incidental accidental diversion involving Mr. Bear, as graphically told by Zahm & Co.'s "Red Letter":—



The big fellow is still hoping to be favored by "Crop Scare."—March 25.



Is the Bull properly tagged, or will he soon have the laugh on the Bear?—April 1.
INCIDENTAL DIVERSION.



Mr. Bear went a little too fast. Conservatives say one should "go slow" about selling grain short. What do you say?

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL.B., of the Chicago Bar.]

Place of Delivery and Damages for Breach of Contract for Hay.

When, according to the terms of a written contract, a company purchased twelve carloads of hay on the track at Independence, Iowa, the Springfield Court of Appeals (Mo.) holds (National Warehouse & Storage Co. vs. Toomey, 129 Southwestern Reporter, 423) that the contract should be given the same effect as if it read, "twelve cars of hay f. o. b. Independence, Iowa;" in which case the place of shipment would be the place of delivery.

The court further says that, in an action by a purchaser against a vendor for a breach of contract of sale, generally the measure of damages is the difference between the contract price and the price which an article of a similar quality bought in the market at or within a reasonable time after the date it should have been delivered and at the place where the purchaser was bound to receive it. But if there is no market for the article at the place of delivery the market price at the nearest and most available market would determine the measure of damages, the price at the place where the article was to be sent, less the cost of transportation, being the measure of its value at the place of delivery.

And the contract in this case being for No. 1 timothy hay, the court holds that it was error to reject evidence tending to prove that St. Louis was the controlling market for such hay shipped from all points in Iowa, and also error to reject testimony as to the freight rates and the market value of the hay in St. Louis.

Title to Grain.

In the case of the St. Anthony & Dakota Elevator Co. vs. Dawson & Byfield, 126 Northwestern Reporter, 1013, an action for damages based upon a breach of an implied warranty of title on an alleged sale of wheat to the plaintiff by the defendants, the Supreme Court of North Dakota holds that on a sale of personal property by the owner there is an implied warranty of title free from incumbrance.

There may be an implied warranty of title of personal property on a sale thereof, although only in the constructive possession of the seller as bailor.

An indorsement in blank followed by an unconditional delivery by the holder of a warehouse receipt for grain stored in a public elevator to a creditor for a valuable consideration, passes the title to the grain represented by the ticket and is a transfer of the title and a sale of the grain to such a creditor. Where such creditor, as holder of such storage ticket, therefore, delivers the same to the elevator company and receives the money due thereon, a sale of the grain is thereby made.

A person who sells personal property on which there is a valid mortgage, and the purchaser is compelled to pay said mortgage after an adjudication of its validity, is liable to such purchaser for the amount of the mortgage and costs. If such purchaser, when sued for conversion in disposing of the property on which the mortgage was, requests the seller to defend the action and he does not, the purchaser is entitled to recover, in addition to the amount of the mortgage and costs, special damages for a reasonable attorney's fee when pleaded and proven.

Liability for Injury from Too Low Archway a Elevator.

The Supreme Court of Minnesota, in Larson vs. Red River Transportation Co., 127 Northwestern Reporter, 185, affirms a judgment in the plaintiff's favor for damages for being injured by being struck by an archway while riding on a load of wheat sacks into the defendant's elevator. The court says that the defendant contended that it owed the plaintiff no duty and was not responsible for his injuries. There was evidence tending to show that the archway was about eight feet high, and that a person riding in an ordinary double-box wagon, or wheat tank, would have to stoop somewhat in passing under the archway. The evidence did not clearly indicate how high this particular load was upon which the plaintiff was riding; but the driver and the elevator agent, who were riding in front, had to duck to avoid being hit. The plaintiff claimed that it was dark; that he did not see the arch; and that when the men in front called out to him to duck, as they drove under it, he tried to do so but was unable to get out of the way and was caught between the archway and the sacks of wheat.

The main question before the court was whether the evidence was sufficient to sustain the plaintiff's claim that he was on the wagon with the permission of the driver for the purpose of assisting in unload-

ing at the elevator. He had been working on the driver's farm for a couple of days, and although he was not given express directions to go with him to help unload the wheat at the elevator, he stated that he got upon the load and rode to the elevator for that purpose. On the whole, the court is inclined to the view that the jury were entitled to draw the conclusion that the plaintiff was acting in good faith, upon an implied invitation of the driver to ride to the elevator for the purpose of helping unload the wheat, and then to ride back, and that, considering his relation to the driver as a hired man, it did not clearly appear that he was a mere volunteer or intruder to whom the defendant would owe little or no duty.

The court further holds that the evidence was sufficient to justify a conclusion that the archway in question was maintained at a lower height than usual in approaches to grain elevators and that the defendant was guilty of negligence. The defendant was responsible for the failure to keep the premises in such reasonable condition that a man of ordinary prudence, having cause to use the same, should not be injured. One who invites others to deal with him and provides a place where persons may deliver articles is bound to use reasonable care to make and keep the approach to such place in a reasonably safe condition.

ARBITRATION DECISIONS.

The following decision by the Arbitration Committee of the Grain Dealers' National Association is kindly furnished by Sec'y J. F. Courcier:

J. B. Yeager & Co., Wilkes-Barre, Pa., plaintiffs, vs. L. A. Morey Company, New York, N. Y., defendant.—Before Adolph Gerstenberg, E. W. Wasmuth and E. A. Grubbs, arbitration committee of the Grain Dealers' National Association:—

On June 16, 1910, plaintiff bought from defendant 10,000 bu. No. 3 Yellow Corn at 66½%, basis New York rate all-rail shipment. Purchase was made over long-distance telephone.

Conversation over telephone in relation to this transaction is admitted by both parties and that same related to this transaction.

Defendant later wired plaintiff that the basis on which the corn was worked should be Philadelphia basis and not New York basis as their quotations read, which quotations stated that they were subject to "E. & O. E." Said wire correction was received by plaintiff about 1¼ hours later. Further wiring followed, in which plaintiff reported: "Have sold the corn; expect you fill basis 66½% New York." Defendant then wired (received 1:11 p. m.): "Our prices subject errors, regret cannot confirm," their further reasons being that they are brokers only and transaction would not be recognized by their party who authorized the issuing of said prices of 66½% New York basis, all-rail, as it should have been Philadelphia basis.

The decision required prompt action by plaintiffs to protect said contract, and they claim to have bought the corn on June 17, 1910, at 67½% New York rate, all-rail basis, showing loss of ¾ cents per bushel.

The transaction, having been made over telephone, brought both parties close together, and at that time no error was known as to any different rate basis than New York all-rail. Condition later only showed the error.

There is no dispute as to quantity; there is a difference as to rate basis but not as to price. Evidence indicates fully that a transaction was made on a quotation for New York billing basis, and only later plaintiff was notified that it should be changed to Philadelphia basis.

Our conclusion is that there is due the plaintiff fifty dollars, the loss claimed, which the defendant should pay, with additional cost of arbitration.

BEFORE THE TEXAS COMMITTEE.

The following decisions by the arbitration committee of the Texas Grain Dealers' Association are kindly furnished by Sec'y G. J. Gibbs:

The Howe Grain & Mercantile Co. vs. E. R. & D. C. Kolp.—T. M. Sleeper, A. B. Crouch, Bert K. Smith, committee.

Claim filed before the arbitration committee of the Texas Grain Dealers' Association by The Howe Grain & Mercantile Company of Howe, Texas, against E. R. & D. C. Kolp of Fort Worth, Texas, wherein plaintiff seeks to recover \$409.34, alleged to be due on account of default in the shipment of 10,000 bushels of oats bought from defendants.

The testimony before us shows that on July 5, 1910, a telephonic conversation occurred between the parties hereto, Mr. J. A. Hughes talking for the plaintiff and Mr. W. M. Smith talking for the defendants. As a result of this conversation, confirmations were exchanged, the plaintiff confirming the purchase from defendants of 10,000 bushels No. 3 or better Oklahoma-raised Red R. P. Oats, at 35 cts. per bushel bulk, delivered Memphis, Tenn., Memphis official certificate of weights and grades to govern final settlement. Shipment last half of July, 1910. The defendants' confirmation reads for 10,000 bus. No. 3 or better Red Bulk Oats at 35

cts. per bus., delivered Memphis, Memphis weights and grades to govern final settlement, shipment last half of July, 1910, sellers' option.

The plaintiff admits receiving defendants' confirmation in due time but states that the discrepancy in the specifications as to the sort of oats was not noticed at the time the confirmation was first received. The defendants claim that plaintiff's confirmation was not received until July 11, 1910, though plaintiff avers that same was duly mailed to defendants on July 5, 1910.

On July 11, 1910, defendants wired plaintiff as follows: "Confirmation 5th just received. Our confirmation correct. Cannot guarantee Oklahoma grown oats. Answer by telegraph immediately if not satisfactory." The plaintiff replied by wire: "Under our confirmation, which was mailed on 5th, we are entitled to and claim Oklahoma oats. If not shipped in contract time will buy for your account."

Letters between the parties are before us, confirming the above wires, and show that in view of the conflicting confirmations the defendants suggested cancellation of the contract. Several wires and letters passed between the parties; and by wire dated July 15, 1910, the defendants advised plaintiff that they positively refused to ship Oklahoma 3 Red Oats. This message was in response to shipping instructions from plaintiff to ship the 10,000 bushels Oklahoma Red Oats to Valley Elevator at Memphis, Tenn. The defendants wrote plaintiff July 13, 1910, that they were unwilling to tie themselves down to shipping red oats from any certain territory, when any red oats would grade in Memphis the same as Oklahoma Red Oats.

On receipt of defendants' wire of July 15, 1910, that they would not ship Oklahoma Red Oats, plaintiff immediately wired defendants that Northern Red Oats would be accepted on the contract under protest. On July 18, 1910, defendants wrote plaintiff that no contract existed for the reason that confirmations were not exchanged as contemplated by the Trade Rules, and that no oats would be shipped.

The plaintiff then proceeded to obtain quotations on Oklahoma 3 Red Oats delivered Memphis, and finally made claim on basis of 39c Memphis, this being the lowest price at which they were quoted.

The \$9.34 in the claim is for telegrams and telephone tolls account of re-purchase of the oats. The plaintiff submitted affidavits that the phone conversation at the time the contract was made was witnessed by another party.

The defendants maintained that according to Trade Rule No. 4, no trade resulted because the confirmations did not agree.

We have carefully gone over the testimony, and are of opinion that both parties are guilty of some negligence. The plaintiff certainly should have noticed that defendants' confirmation did not specify "Oklahoma Oats." The early wires and letters of defendants seem to have indicated a willingness to furnish 3 Red Oats; and we are in doubt as to whether or not defendants waived any right they may have had to cancel the contract, as was done in their wire dated July 15, 1910, and their letters dated July 15 and 18, 1910.

We do not think plaintiff's offer to accept Northern Red Oats on the contract, even under protest, could have impaired any of defendants' rights, but we feel that plaintiff was negligent in not making immediate objection to the confirmation of defendants. We also hold that defendants were negligent in not granting plaintiff the right to accept Northern Red Oats under protest. For these reasons we will divide the claim and award to plaintiff the sum of \$204.67.

The defendants, E. R. & D. C. Kolp are therefore ordered to pay promptly to the Howe Grain & Mercantile Co. at Howe, Texas, the sum of \$204.67, and the Secretary is directed to return plaintiff's deposit fee.

Note.—On March 15, 1911, the above was considered on appeal by the Executive Committee, who found that the value of the oats in Memphis should have been 38 cents. The judgment of the arbitration committee was accordingly reduced \$50, and corrected to read 154.67, the Executive Committee dividing the claim, as did the arbitration committee, and for the same reasons.—G. J. GIBBS, Secretary.

Texas Grain & Elevator Co. vs. J. F. Wieser & Co.—T. M. Sleeper, Bert K. Smith, L. G. Belew, committee. (Mr. L. G. Belew was appointed by the Secretary to serve as arbitrator in place of Mr. A. B. Crouch, absent.)

Claim filed before the arbitration committee of the Texas Grain Dealers' Association by Texas Grain and Elevator Company of Fort Worth, Texas, against J. F. Wieser & Co., of Hico, Texas, wherein plaintiff seeks to recover \$84 freight over-charge on shipment of a carload of wheat.

Mr. E. B. Doggett, for plaintiff, and Mr. V. F. Wieser, for the defendants, presented their pleadings before the committee. The testimony in the case shows that some time prior to December 16, 1908, plaintiff sold to defendants a carload of wheat at \$1.14 $\frac{1}{2}$ delivered Hico, Texas. On Dec. 16, 1908, the defendant agreed to accept on the contract 1,000

bus. of hard wheat at \$1.16 delivered Hico, said wheat to be shipped by Fort Worth Grain & Elevator Co. for Texas Elevator Co. on Fort Worth official weights and to be equal to sample which had been sent by the Fort Worth Grain and Elevator Co. The wheat from Fort Worth Grain and Elevator Co. was shipped to Hico, Texas, on or about Dec. 21, 1908, in car AT 25853, and was invoiced by plaintiff to defendants at \$1.16 per bushel, freight prepaid.

When the car arrived at Hico it was refused by defendants on the ground that the wheat did not equal sample which had been submitted by the Fort Worth Grain and Elevator Co. After communications between the interested parties, the wheat was invoiced, or billed back, to plaintiff and shipped to Galveston, the defendant applying the inbound tonnage and furnishing a bill of lading showing the freight fully prepaid to Galveston. The defendant made draft on the plaintiff for the amount of plaintiff's original invoice.

The defendants claim that the wheat was to be moved to Galveston on the original tonnage, but there is in the file of papers a copy of a letter written by plaintiff to defendants Dec. 24, 1910, wherein plaintiffs advise that the wheat will be accepted at \$1.16 "delivered Galveston." To this letter defendants do not seem to have objected. Plaintiff paid defendants' draft, and when the wheat arrived at Galveston the Gulf Colorado & Santa Fe Railway, the delivering line, refused to protect the billing used and assessed a charge of \$84 for moving the car from Morgan to Galveston; and this constitutes the claim of plaintiff.

There is a voluminous correspondence between the parties hereto and the Fort Worth Grain and Elevator Co. as to the payment of the over-charge. Having reference to all the correspondence, and particularly to plaintiff's letter of Dec. 24, 1910, it is clear to us that plaintiffs agreed to take the wheat off the hands of defendants at \$1.16, Galveston. The letter referred to contains the following: "As per our 'phone conversation last night, we understand that you are going to have the car of wheat shipped you forwarded to Galveston, Texas. We have agreed to accept this shipment at \$1.16 delivered Galveston, same to grade No. 2, Galveston weights and grades to govern in settlement. We have nothing to do with your agreement with the Fort Worth Grain and Elevator Co. We will place the car on the above terms, and you can make draft on us on the above basis. If this is not satisfactory, you can make other disposition of this shipment."

The defendant having made no objections to the terms as set forth in this letter, we hold that it became the duty of defendant to place the wheat in Galveston at \$1.16, and we therefore render judgment in favor of plaintiff for the amount of the claim. The defendants, J. F. Wieser & Co., are therefore ordered to pay to plaintiff, Texas Grain and Elevator Co., promptly at Fort Worth, Texas, the sum of \$84 and the Secretary is instructed to return the deposit fee of plaintiff.

Note.—T. M. Sleeper dissents from above award, and gives below his reasons therefor:

"I find from the oral and documentary testimony in above case that J. F. Wieser & Co. were under no obligation to accept the car of wheat, which misgraded, or to forward same to Galveston,—as a matter of fact, as an accommodation to the plaintiff; and acting under instructions from E. B. Doggett, they did forward the car to Galveston and furnished plaintiff with a bill of lading showing freight fully prepaid to Galveston.

Note.—The above decision was sustained by the Executive Committee, on appeal.—G. J. GIBBS, Secretary.

The Grand Trunk Pacific Ry. will run a line into Minot, N. D., to connect with the Minot-Fargo cutoff of the Great Northern, which has been practically constructed and will be completed this summer.

The Commerce Commission, in a ruling filed on March 17, say that the provisions of the "long and short haul" sections of the commerce act applies to all rates and fares, but in determining whether it is contravened rates and fares of the same kind should be compared with one another—that is, transshipment rates with transshipment rates; proportional rates with proportional rates, etc. The Commission holds, "It would be a violation of the long and short haul provision if a proportional rate to or from a given point were lower than the regular rate to or from an intermediate point." It also is held that the law is violated "when from the absorption of a switching charge it results that the total transportation charge from a more distant point to the point where the property is delivered is less than the total transportation charge from or to an intermediate point. Owing, however, to the very general practice of absorbing switching charges from competitive and not from non-competitive stations, and in view of the fact that much benefit and little complaint results, the Commission will by general order permit a continuance of this practice, reserving for consideration and determination individual cases which may require special consideration."

HAY AND STRAW

P. A. Weston will start an alfalfa mill at Trinidad, Colo.

An alfalfa meal mill will probably be erected at Onawa, Iowa.

Ora Jump is now proprietor of the Kenton Hay & Grain Co., of Kenton, Ohio.

The proposition to erect an alfalfa mill at Mesa, Ariz., is now being discussed.

A site has been obtained for the alfalfa mill which will be erected in Chico, Cal.

Over 11,000 tons of alfalfa in the state of Utah were destroyed by the alfalfa weevil last year.

Farmers around Norfolk, Nebr., are contemplating the erection of an alfalfa mill at that place.

The Electrolized Alfalfa Co., of Los Angeles, Cal., has been incorporated with a capital stock of \$100,000.

After being closed for several months, the Fairbury Alfalfa Mill at Fairbury, Nebr., has resumed operations.

Work has been commenced by the Orland Alfalfa Meal Mill Co. on its new mill to be erected at Orland, Cal.

An alfalfa mill will probably be erected at Winfield, Kan., which will have a daily capacity of twenty tons.

The proposition to erect an alfalfa flour mill at Hot Springs, S. D., is being promoted by M. Rich and D. G. Roll.

The San Fernando Valley Alfalfa Growers' Association has been incorporated at Los Angeles, Cal., with a capital stock of \$5,000.

Exports of Canadian hay for the week of April 6 reached 13,688 bales, via Portland and St. John, against only 2,500 same week a year ago.

About 15,000 acres of land in the Pecos Valley in Texas will be sown with special alfalfa seed by the Rosenbaum Grain Co. of Chicago, and Fort Worth. Twenty-five wells are now being dug.

The plants of the Consolidated Alfalfa Milling Co., of Oklahoma City, Okla., which are situated at Frederick and Yukon, Okla., have been offered for sale by the receiver of the company.

The Lewistown Alfalfa Milling Co. has been incorporated at Lewistown, Mont., by I. M. Hobensack, W. J. Winnett, W. B. Tobin, A. Hogeland and O. W. Belden, with a capital stock of \$100,000.

Gophers are reported to have been doing considerable damage to the alfalfa crop along the Red River in Texas. Fearing to use poison, the farmers heretofore have resorted to shooting which has proved ineffectual.

The firm of Russell & Curl, of Cardington, Ohio, has been succeeded by L. S. Russell, who is said to have the largest hay barn in Ohio, with equipment of the most improved type for baling and handling the hay. He has shipping points at Caledonia, Marion and Climax, Ohio.

The alfalfa growers of the Pomona Valley recently held a meeting at Chino, Cal., to consider the formation of an organization for the protection of the alfalfa interests in Southern California. It is hoped that an organization will be effected which will be strong enough to maintain warehouses in the alfalfa centers.

The hay barns of Rundell & Co., at Towanda, Pa., were destroyed March 21 by a fire of unknown origin. Before the fire was gotten under control the entire hay pressing and storage plant was wiped out together with box cars and other barns in the vicinity. Over 1,000 tons of hay were damaged, making the total loss about \$25,000, including the cars and barns. The company will rebuild, though a site has not been decided upon. Business will be carried on without interruption.

A Union Terminal Hay Warehouse will probably be erected on the Manhattan Island shore, New York, instead of on the New Jersey side, as most of the trunk lines are of the opinion that the latter would incur greater expense for shipments. At a meeting held recently by representatives of the various railroads and the Special Committee on Union Warehouse appointed by President Vreeland of the New York Hay Exchange Association, no definite action was taken.

CANADIAN HAY TRADE.

Some very low prices have been made for Canadian hay in Liverpool, sales being reported as low as £1 per ton, a lot of 200 tons being sold at that figure, owing to its being heated and in bad condition; and several other lots were forced on the market at 45s per ton. A lot of Canadian hay shipped to Boston for export, arrived in such poor condition, that the S. S. Company absolutely refused to load it, and consequently it had to be disposed of for what it would fetch, and after all charges and the duty were paid it did not net one dollar per ton to the shipper. A large lot of Canadian hay is still stored in Liverpool. American buyers have paid

\$18.00 per ton for No. 2 Canadian hay laid down in Boston duty paid. About 30,000 bales of hay left Boston, Portland and St. John, N. B., last week for Liverpool.—*Montreal Trade Bulletin*.

RECIPROCITY AND HAY.

A noted economist was heard to remark at a dinner recently that while Canada was sending to our Seaboard this year unlimited supplies of clover mixed and timothy hay it would not be surprising if reciprocity was established between the States and Canada, if in some years we found Canada taking hay across the border from New York State. To review the history of the hay trade, we find this to be a not impossible condition. Hay is a commodity that is shipped these days, generally speaking, within its own radius of cost and freight to the nearest hay demanding center or city, except for the unlimited demand of our seaboard cities, Boston, New York, Philadelphia and Baltimore. These cities, it is true, command from the Western States the best grown timothy hay to supplement the hay grown within the radius of their own zones of profitable freighting, but they demand only the best timothy hay from the long-haul points, and no matter how vast the country seems to be populated, nor how valuable the farming land becomes, there is still enough land under cultivation to take care of the given demand in any city or state.—*H. G. Morgan, of Pittsburg, in Hay Trade Journal*.

NEW YORK CENTRAL EMBARGOES.

On April 1 the New York Central extended its embargo which had been in force against Bush Terminal, Brooklyn, to include all shipments of hay in earloads consigned to any of their New York City, Brooklyn, Weehawken or Jersey City terminals, excepting Melrose Junction and 130th Street, New York, and shipments billed or consigned through to points on connecting railroads via their New York City and Harbor terminals.

Shipments of hay billed or consigned to Melrose Junction or 130th Street, New York, or to points on connecting lines beyond New York City and Harbor terminals will not be reconsigned to other points in New York City, Brooklyn, or New York Harbor to which embargo applies.

This embargo also applies on shipments via the New York, Ontario & Western railroad and includes hay in earloads billed for export or for lighterage delivery.

On April 5 the Clyde Steamship Company advised the railroads at New York that on account of the accumulation of hay at their terminals they could not accept further shipments of hay destined to southern points via Clyde Line until further notice, and an embargo was placed accordingly.

HIGHEST MARKET PRICES.

The following table from the "Hay Trade Journal" shows the highest prices, also prices for No. 3 timothy hay in leading American markets for the week ending April 6:

	Choice	No. 3.
Boston	\$22.00	\$12.50
New York	21.50	16.00
Jersey City	21.50	16.00
Brooklyn	21.00	15.50
Philadelphia	20.50	13.50
Pittsburg	19.25	16.25
Pittsburg prairie	13.00	.....
Montreal	11.00	.....
Providence	22.00	15.00
Baltimore	21.00	16.50
Washington	20.00	16.00
Richmond	20.00	17.00
New Orleans	22.50	16.50
New Orleans prairie	11.00	.....
Newport News	20.50	16.00
Kansas City	14.50	8.50
Kansas City prairie	12.50	.....
Chicago	19.00	13.00
Chicago prairie	16.00	.....
Minneapolis	16.00	10.00
Minneapolis prairie	13.50	.....
St. Paul	17.50	13.75
St. Paul prairie	15.50	.....
Cleveland	18.00	14.50
Cincinnati	20.50	16.50
St. Louis	18.00	11.50
St. Louis prairie	15.00	.....

EXPORTING HAY.

Western Ontario is shipping large quantities of hay to Great Britain via New York and Boston, as well as to the Northwest and British Columbia, and also to the United States for consumption there. In fact, Ontario is exporting as much if not more hay than the province of Quebec. It is very fortunate that Canada has an export outlet for a portion of her heavy crop, for had she only the home market to depend upon, prices would be much lower than they are today.

It is difficult to conceive what can possess the craniums of those individuals who argue that our farmers should not ship a ton of hay for export, and

that it would be better for their surplus hay to rot on the land for manure than to receive good remuneration for it in the world's markets. We can imagine the surprise that such highly cultivated countries as France, Holland, Belgium, Denmark, Norway and Sweden would get at the announcement of the rotten argument that Canada should not export her surplus hay. All the European countries above mentioned ship their hay to Great Britain wherever they have a surplus, and most of them are exporting today. It is owing to these shipments along with those from Canada, that has caused the recent decline in prices in England. Take the European countries referred to, with their dairying and mixed farming in a state of the highest perfection, and they all export their surplus products whether of hay, grain, dairy goods, or bacon. So that those who argue that Canada should not export a ton of hay are poor economists, and would deprive our farmers of millions of dollars they receive from Great Britain and America for their surplus hay crop.—*Montreal Trade Bulletin*.

HAY WAREHOUSE AT PITTSBURG.

A company composed of about twenty dealers in hay and straw at Pittsburg has organized what will be known, when the company has been legally incorporated, as the Pittsburg Warehouse Co., whose purpose is to construct warehouses and transfer stations for hay and straw at that market and at interior markets shipping largely to Pittsburg. A local paper says that the division freight agents of the roads entering Pittsburg have met with the members of the Company and signified their willingness to lease the ground that will be required and to aid the venture. It has been definitely decided to erect warehouses at numerous stations on the Baltimore & Ohio, New York Central, Panhandle and Pennsylvania lines. Into these warehouses all of the hay and straw destined, not only for the Pittsburg district, but eventually for the Eastern and Southern markets will be unloaded, graded and weighed under the supervision of the Pittsburg Grain and Flour Exchange.

The principal subscribers for stock in the new company are: Daniel McCaffrey Sons' Company, Keystone Commercial Company, John A. Moore & Brother, Geidel & Dickson, Hardman & Heck, Austen Brothers, J. W. Smith & Company, B. McCracken & Son, S. B. Lloyd & Sons, C. A. Foster, W. N. Gordon & Company, D. G. Stewart & Geidel, H. G. Morgan & Company, W. F. Heck & Company, Mayhood Hay & Grain Company, Samuel Walton, Herb Brothers & Martin, Morton Hay & Grain Company, and Vallowe Brothers. The stockholders have elected the following as temporary officers: W. A. McCaffrey, president; A. A. Geidel, secretary; R. E. Austin, treasurer.

Saskatchewan shippers of wheat complain of elevators filled to the limit and inability to get cars for shipping.

In making a reparation award (in claim of excessive rate on snap corn) the Commerce Commission (Brown Grain Co. vs. C. C. & S. Fe Ry. Co. et al., No. 3341, Op. No. 1490, Feb'y 13, 1911) said: "Complainant's allegation that the actual weight of the corn was 67,610 pounds, instead of 68,500 pounds, is not supported by evidence of such quality as to overturn the scaling reported by the carrier. As was stated in Noble v. D. & T. S. L. R. R. Co., 20 I. C. C. Rep., 60, disputes as to weights of past shipments raise questions of fact which are quite difficult of determination, as reweighing is ordinarily impossible, and evidence of a very positive character as to the incorrectness of the scaling is necessary before another weight can be substituted therefor." No award was therefore made on this part of the claim.

Effective April 1, the Pittsburg railroads—the Pennsylvania lines and the B. & O.—demand that when ordering out cars of hay, straw, ear corn and all grain not weighed through public elevators, the consignee shall certify on the reconsigning order the invoice weight, and the railroad weight will be corrected to that basis, subject to published minimum weights, with the understanding that in the event of a later difference in outturn weight the railroad company delivering the car to Pittsburg will handle the claim for overcharge and make settlement as promptly as possible after the filing of proper papers. The proper papers shall include a certified copy of the original invoice, certified statement of outturn weight when such is the basis for settlement; also a certificate that the weight named was the weight actually used in settlement with the shipper. This information will be necessary on all settlements made on a basis of outturn weights. In view of the above order Pittsburg receivers caution all shippers to govern themselves accordingly, and where it is possible to do so to furnish consignee at Pittsburg with the actual weight of each car (and the number of bales in shipment of hay and straw) at the time of shipment, as the railroad will probably refuse to accept orders on cars unless the above rule is complied with.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

MONTREAL DOCKS IMPRESSIVE.

Editor American Elevator and Grain Trade:—We enclose subscription price for the "American Elevator and Grain Trade" for one year. We were very much impressed with the diagram of the Montreal Docks which we saw in your issue of March 15; and if the construction is effective in operation, it is certainly far ahead of anything along similar lines that we know of on the Atlantic Coast, or, in fact, any other seaboard. Yours very truly,
Philadelphia. FRANK L. NEAL.

A GOOD MICHIGAN HOUSE.

Editor American Elevator and Grain Trade:—Our elevator was built in 1898 and is in first-class shape. It is located on the L. S. & M. S. R. R. at Tecumseh, Lenawee Co., Mich., one of the best towns in Michigan, and in the midst of an exceptionally good farming territory. The elevator has a capacity of about 15,000 bushels grain and is equipped with 7 horsepower Charter Gas Engine, Eureka Cleaner, one-leg elevator, with hopper and floor scales. We have a very good trade in wheat, oats, barley, rye and corn. We have no sheller or grinder in connection, but they could be installed to pay a very nice profit. Yours truly,
Tecumseh, Mich. SLAYTON & SON.

LEAKING CARS AT CHICAGO.

Editor American Elevator and Grain Trade:—Perhaps you may be interested in our February leakage record, which is as follows: Cars leaking on account of weak, defective or improperly installed grain doors, 193, or 1.2% of the total number of cars weighed. Cars leaking over the grain doors, 121, or 0.7% of the total number of cars weighed; cars leaking at sides, 470; cars leaking at ends, 199; cars leaking at king bolts, 12; cars leaking at draw bars, 31; other points of car not included in above, such as end windows, corner posts, door posts, etc., 272. This makes 6.1% of the cars weighed by the Board of Trade Weighing Department that were leaking from different points of the car box other than the grain doors. Total leaks, car box and grain doors, 1,298, which is 8% of the total number of cars weighed.

Yours truly,
Chicago. H. A. FOSS.
per A. E. Schuyler.

CROPS IN KANSAS.

Editor American Elevator and Grain Trade:—Enclosed please find \$1 for which please send the "American Elevator and Grain Trade" to M. A. Palmer, Topeka, Kans. Mr. Palmer is superintendent of the Kaw Milling Co.'s 250,000-bushel elevator, which is the largest elevator in this section of the country, and is considered one of the best grain men in Topeka.

The growing wheat in this section is far better than last year, and so far as the writer is able to judge, would say about 90% would be the average. However, the acreage is small and this locality doesn't cut much ice, as the farmers raise mostly corn and alfalfa.

The milling business is very quiet, most mills making about half time, but looking forward to a better time next year. Yours truly,
North Topeka, Kan. C. O. CHAMBERLIN.

Chicago opened the lake season with 1,000,000 bus. of grain afloat (estimated) on April 1; prevailing rates for corn: 1½¢ to Buffalo, 3¢ to Kingston, 4¢ to Montreal.

Duluth Board of Trade on March 17 filed a complaint with the Interstate Commerce Commission against the rates on grain from the Northwest, and asked that Duluth be given equal advantages with Minneapolis, Minn. The complaint says the rates now in effect discriminate against Duluth in favor of Chicago, etc., and deprive Duluth of the benefits of its position on the lakes.

Work has been commenced upon the Hudson Bay Railroad, extending from a point on the Canadian Northern in the province of Saskatchewan to Port Churchill, 425 miles, and costing \$25,000,000. When completed the road will be remarkable in that it will be operated only from three to four months each year. Yet it will be of the highest type of construction, costing about \$60,000 a mile.

The C. & Alton has ordered that way freight crews must hereafter unload grain doors and place them upon platforms of stations, the same as any other freight. This order was brought about by the complaints of agents that they were not receiving grain door shipments, or that when received the cars containing them were set out until section men could unload the doors. In some places there are no section men and the doors were held up.

FIELD SEEDS

The Iowa Corn Growers' Association may hold its annual corn show at Sioux City next fall.

The Farmers' Crop Improvement Special, run over the Northern Pacific in Minnesota in March, was everywhere met at the stations by large audiences.

It is reported from Lamar, Colo., that 5,000 acres of alfalfa on the K. C. Ranch, four miles west, last season yielded 40,000 bus. of seed. Three years ago the same ranch marketed 42,000 bus.

Woodbury & Elliott of Muncie, Ind., recently removed their general offices from the Johnson Building to 11 High street, where they now occupy the entire first floor and will wholesale as well as retail field seeds of all kinds in connection with their line of eight grain elevators.

L. A. Vogler & Son, of Hope, Ind., recently filled an order for six bushels of White Dent seed corn to be shipped to the Agricultural Station of the Transvaal government, South Africa. One of the requirements was that each ear be wrapped separately in paper. The price was \$6 a bushel.

The Rock Island System in the Southwest in February-March sent a "Milo-Special" into western Kansas dry-land area. The crop is peculiarly adapted to the dry, sunshiny parts of the Southwest as the average yield on the government farm at Amarillo, Tex., for the last five years was fifty bushels to the acre. With milo as the main crop and kafir corn, stock melons and sweet clover as accessories, Mr. Cottrell thinks that the semi-arid regions can be made profitable to farmers.

Shippers should be careful in buying old clover seed, especially the two-year-old variety. This class of seed is selling at heavy discounts because it can't be worked into prime, and at present the demand is very poor. When buying don't keep your eye on the price of prime in Toledo. The chances are your seed will not grade and the price obtained there may be disappointing. You can't blame the dealers here because they don't care to hold the bag at this time of the year. If bullishly inclined and they wanted to own any seed, they would take the October in preference, which is selling at a discount under both the March and the April.—Zahm & Co.

The new cereal called "la quinia," from Bolivia, is interesting dry farmers. The grain is said to flourish in drought and to produce 2,000-fold. It is small, easily gathered and threshed and at present is one of the principal foods of Bolivia and other countries of South America. Breakfast foods and flour are made from it. "This is an ideal grain for dry farmers," said Agr. Com'r Cottrell of the Rock Island. "It is one of the best crops which I have ever seen for use in semi-arid soils. It grows very dense and requires but little attention. Containing food values of many of our grains which require water it can be easily adapted for either stock or humans."

In reply to an inquiry apropos the "release" which some elevator and seeds dealers in North Dakota require purchasers of seeds to sign, relieving the seller from responsibility, as to the character of the seeds sold, Seed Commissioner Bolley says: "It is my understanding of common law that no parties can legally enter into a contract to break law, and that is essentially what you would be doing in the so-called 'seed release.' The pure seed law is not made to protect just the buyer and the seller, but also the community. It is a matter of business of all of the farmers of the state and not a matter of the individual farmer and the company that happens to be selling the seed to him; therefore, your contract, if I understand the matter right, would not hold in law and might only serve to cause you all the more trouble. The law does not ask much of those who enter into the business of selling seed. It simply requires that if they sell seed for sowing purposes, they label the same."

The California Development Board has asked the legislature for \$22,500 for the establishment and operation of four or more dry-farm demonstration farms in that state. The memorial by Prof. E. W. Shaw and others says, among other things, that, "The grain crops alone in the 'eighties rose as high as \$50,000,000, and if the hay crop is added to this, it probably would reach \$60,000,000. Through irrational and unscientific handling of the soil this production has probably decreased under the old style methods of dry farming by nearly a half. Recently developed methods of dry land farming have shown that it is not only entirely possible to double the present output of grain per acre by the adoption of a rational system of culture, but also that a very large area formerly considered too dry for farming operations can be profitably brought under cultivation. The average production of wheat in California is at present only thirteen bushels per acre. Through work by the California Experiment Station it is evident that this production can be nearly doubled by the adoption of the methods mentioned above. It is proposed to put these methods into operation in the midst of the large dry-farming areas where the

results can be an object lesson to farmers. It is proposed further on these demonstration farms to develop seeds and plants capable of standing more severe drouth conditions than exist at present."

OHIO SEED CORN POOR.

Sec'y A. P. Sandles of the State Board of Agriculture says that the examinations of seed corn at the Experiment Station at Wooster and by students in the Agriculture College at Ohio State University have revealed the fact that there is a large percentage of the corn that will not grow at all. Early heavy frosts before the grain had a chance to dry out thoroughly last fall, are declared to be responsible for present conditions. Where extra precautions were taken to cure ears it is not probable that there will be any trouble.

THE CORN SHOWS.

The National Corn Show Association has not located the exposition for 1911 although both Charleston, S. C., and Minneapolis-St. Paul have asked for it. It is probable, however, that if the Twin Cities will provide a suitable building to house the exhibits and guarantee \$40,000 in cash to finance the Exposition, it will be located there.

The incorporators of the Massachusetts State Corn Show held a meeting at Springfield on March 22 and elected officers as follows: President, Charles W. Bosworth; vice-presidents C. V. Wood, J. Lewis Ellsworth and Emmett Hay Naylor; secretary, Prof.

proportion which are equally dense with the smaller ones. If these kernels, possessing both size and density, shall be separated from those which are large but light, it would seem that they will meet every requirement for the most perfect seed, in any variety of wheat. Minnesota Experiment Station Bulletin No. 117 gives full directions for the separation of the plump, dense kernels of wheat from the other less desirable kernels, simply by running the grain through a common fanning mill at the rate of from 20 to 40 bushels per hour. This bulletin will be sent free on request.

WORK AT THE TENNESSEE STATION.

President Brown Ayres of the Experiment Station of the University of Tennessee, in his annual report to the Governor for 1909, among other things, says:

"Resistant Clover.—Much time has been devoted to the propagation of the Tennessee Resistant Clover. The field tests in several sections well distributed over the State were eminently satisfactory during the past year, though the seed crop did not turn out very well on account of the unfavorable season. It is hoped, however, to have about 75 acres growing during the season of 1910, most of which should produce a crop of seed.

"Breeding of Cereals.—The improvement of some of the common cereal crops by selection and breeding has progressed far enough to warrant further mention. The main objects in view have

WHICH IS BEST TO SOW?



Good Seed of Red Clover. Imported Screenings Sold as Red Clover Seed.

William D. Hurd; treasurer, G. C. Seavy. It was also ordered that an executive committee be created, to be composed of one member from each county in the state. These will be appointed later. It was further decided that the show will be held in Springfield in the new auditorium building.

THE FLAX SITUATION.

The flax crop of 1911 now depends, it seems, on the matter of seed, and good seed flax is very scarce, as it is known that a large proportion of the seed held by the farmers of the Northwest will not germinate. The crushers have collected about 500,000 bus. of good seed for distribution and are prepared to turn this over to farmers and take their notes for the selling price, to be paid when the crop matures. To finance this arrangement bonds to the amount of \$1,250,000 have been issued by the American Linseed Co. Some of the Minneapolis mills will start grinding Argentine seed shortly in order to keep what domestic seed they now have on hand for seeding purposes, although there is no money in grinding the Argentine seed. Early in March 25,000 bu. flax seed was shipped from India to the United States, which is due to arrive in New York in about four weeks.

SELECTING SEED WHEAT.

According to a Kansas circular, the popular idea that large kernels of wheat germinate better than small ones is a mistake. The germinating power is, rather, dependent on the density of the kernels. The selection of dense kernels, in the experiments reported, was made by the use of a wind-blast grader. The kernels were blown through a long tin tube into boxes. The densest—that is, those heaviest in proportion to their size—fell into the box nearest the tube, and were graded as No. 1; those in the sixth box, farthest away from the tube, were graded No. 6. When planted, kernels of No. 1 germinated an average per cent of 99.19, while those of No. 6 germinated an average of only 53.95. Between these extremes, the descent in germinating power of the kernels in the other boxes was remarkably regular, according to distance from the tube.

Here is another hint for the observant wheat-grower, bent on increasing the product of his land per acre, says the Minnesota station's press bulletin. What he wants is a wheat with kernels not only large and plump, but also dense. The large kernels, when separated from the small ones by the use of the fanning mill, will very likely count a large

been: (1) The increase of grain production with regard to different kinds of soil, chiefly those differing in fertility; (2) increased hardiness in case of winter oats and of winter beardless barley; (3) earliness with respect to winter oats. . . . The result of this work has been to obtain two desirable strains of Poole wheat, a desirable strain of Culberson oats and an improved strain of Hickory King corn.

"Improvement of Other Crops.—In addition to the breeding work with cereals, attention is being given to the improvement of at least two other crops, tall oat grass and soy beans. The great interest in the soy bean throughout the State amply justifies an extra effort in this direction. Tall oat grass, which seems to be well suited to our climate and soil, both as a hay and a pasture grass, and may also be grown for seed, which is at present practically all imported, can without doubt be separated into a number of strains, some of which can hardly fail to result in an improvement over that which is being grown at present. This grass can be recommended as hardier than orchard grass, and as a heavy producer of a nutritious hay, combined with great possibilities for pasture purposes. It may be sown either in the fall (September) or in the spring.

"The number of varieties of soy beans tested has been greatly increased. . . .

"Crops Worthy of Trial.—For hay purposes a mixture of red clover and Culberson oats sown last August has proved very promising and can be recommended for trial throughout the State. In the cooler parts of the State a mixture of buckwheat and crimson clover sown in July has also proved successful, the crimson clover making excellent hay in the spring after the buckwheat, which is harvested for grain in the fall."

RUSSIAN WHEAT IN HAMBURG.

The Corn Trade Association of Hamburg reports that recently there have been many complaints about the quantity of sand contained in Russian wheat, and accordingly they asked the Botanic Institute for a special statement of the quantity of sand when the analyses are made. The director replied that this would make the work much more difficult, but he has undertaken to make a special statement of the quantity of sand contained in any sample submitted to him, if a special request for this statement is made at the time the sample is sent for analysis.—*Corn Trade News*.

FIRES-CASUALTIES

The plant of the Winnipeg Elevator Co., Ltd., at Balgonie, Sask., was recently burned.

A windstorm on March 26, caused a slight damage to the Carlon Elevator at Corsica, S. D.

A blaze which started in the Leland Elevator at Marshall, Minn., recently, was extinguished before any damage was done.

A fire of unknown origin recently damaged the hay and feed warehouse of McEmore, Crutcher & Co. at Nashville, Tenn.

The grain elevator of Callahan & Neff at Canfield, Ohio, together with its contents was destroyed by fire March 11. The loss is \$20,000.

The Jacquot Grain Elevator at Anselmo, Nebr., was destroyed by fire March 11. The loss is about \$10,000. The origin of the fire is unknown.

The elevator of the A. B. Crouch Feed & Grain Co. at Temple, Texas, was destroyed by a fire of unknown origin. The loss is estimated at \$3,000.

On March 28 the elevator of N. J. Olson & Son at Stampede, N. D., was damaged by the burning of an elevator belonging to the National Elevator Co.

The elevator at Red Cloud, Nebr., belonging to the Duff Grain Co., was burned to the ground March 31. No insurance was carried on the damaged property.

J. H. Banghman & Co. of Stanford, Ky., recently suffered a loss of \$4,000 when their large hay and grain warehouse at that place was burned to the ground.

A loss of \$5,000 was incurred by a fire which destroyed the Kinder Elevator at Kennard, eight miles west of Newcastle, Ind., on March 22. The insurance is \$2,500.

A fire caused by an explosion of gas recently destroyed the elevator of G. H. Foote at Ransomville, N. Y. The loss is \$15,000 on the building and \$5,000 on the stock.

Alvin Grindstaff, aged 36, was recently killed at the plant of the Pittman-Harrison Grain Co. at Sherman, Texas, by being drawn down into a grain bin and smothered.

John Wieck, manager of the Andrews Grain Co. of Detroit, Mich., recently had several small bones of his right hand broken by the crank of a gasoline engine at the elevator.

Fire and a dust explosion in the elevator of the Bemer & Pepper Elevator Co. at Bagley, Minn., recently destroyed the house. The elevator contained over 14,000 bushels of grain.

Three men were crushed to death when the second floor in the hay and feed building of William Gleichman in New York City gave way under tons of hay and straw on March 25.

Edgar E. Waite, manager of an elevator in Wahpeton, N. D., recently had his right leg broken above the ankle by allowing his foot to slip into the conveyor when stepping over.

Octave Matthews, a negro, recently lost his life by falling into a grain bin at Elevator E in New Orleans, La. The bin was being filled at the rate of 10,000 bushels of corn per hour.

A. E. Odegard, grain buyer at the Western Grain Elevator at Marmarth, N. D., was recently painfully injured when his clothes caught on the shaft and he was hurled against a partition.

Six thousand bushels of wheat were destroyed when the St. Anthony & Dakota Elevator at Stanley, N. D., was burned to the ground on March 22. The house had a capacity of 50,000 bushels.

Fire destroyed the grain elevator of the Gillette Grain Co. at West Nashville, Tenn., causing a loss of between \$20,000 and \$25,000, partly covered by insurance. The cause of the fire is not known.

The large grain elevator at Gerlaw, Ill., owned by the Ed. Metzger Co., of Alexis, collapsed on March 22, releasing several thousand bushels of grain. Two men narrowly escaped with their lives.

Defective wiring is believed to have been the cause of the fire which damaged the offices of the Iowa Grain & Milling Co. in the Chamber of Commerce building at Nashville, Tenn., to the amount of \$100.

The bran storage plant of the Farmers' Co-operative Elevator Co. at Sandusky, Mich., was destroyed by fire on March 17. The origin of the fire is a mystery. The loss is \$30,000, with \$10,000 insurance. Oscar Bushehl was manager of the elevator.

The iron warehouse at Yoakum, Texas, used by the Yoakum Grain Co. was destroyed by a fire of unknown origin, which started about 3 a. m. March 18. The house was full of grain and hay. Loss on the stock is about \$30,000 and about \$2,000 on the building with \$2,000 insurance on the stock and

\$1,000 on the building. Green & Welhausen owned the house.

The timely discovery of a fire in the Farmers' Elevator at White, S. D., which was caused by an overheated stovepipe, saved the house. A bucket brigade extinguished the blaze before any damage was done.

The plant of the Chester Milling Co. at Chester, Pa., was destroyed by a fire on March 18, which was caused by spontaneous combustion. An elevator and grain warehouse were among the buildings destroyed.

A fire which broke out in some timbers on the first floor of the elevator of the Cargill Grain Co. at Green Bay, Wis., was promptly extinguished before any damage was done. The origin of the fire is not known.

Among the many buildings in Charleston, Ill., which were destroyed by a recent fire, was the elevator of Wheatley & Tinder and the warehouses of Wright & Chitton and Harriman Brothers, dealers in broom corn.

On March 30 the elevator of A. R. Colquhoun & Sons at Broadview, Sask., was destroyed by a fire of unknown origin. The building was valued at \$6,500 and contained 6,000 bushels of grain. The loss is practically covered by insurance.

A gasoline explosion which occurred when S. H. Grannis, manager of the elevator at Mankato, Minn., attempted to start the machinery, caused a loss of \$3,000 to building and stock. Mr. Grannis narrowly escaped being burned to death.

An overheated box in the elevator of the Monarch Elevator Co. at Appleton, Minn., recently caused a fire which destroyed the house, together with 5,000 bushels of grain and a C., M. & St. P. box car. The loss is \$6,000, fully covered by insurance.

The elevator at Doubleday, Iowa, which was conducted by I. A. Yek was destroyed by a fire on March 25, which originated in the office. About 1,000 bushels of grain were in the house at the time, which makes the total loss about \$6,000.

A blaze originating in the upper part of the Imperial Elevator at Penn, N. D., either from a hot box or spontaneous combustion destroyed the house together with 8,000 bushels of wheat, 11,000 bushels of barley and 1,000 bushels of flax on March 24.

Minden, Iowa, was visited by fire about midnight on March 13 when the Stuhler & Rees Elevator was totally destroyed together with considerable grain. The loss is about \$6,000. The elevator was built in 1880 by the Dow Sandham Co. of Davenport, Iowa.

Many firemen narrowly escaped death when fighting a fire which attacked the grain shed of John A. Connor & Co. in Boston, Mass. The loss is about \$5,000. Unslacked lime coming in contact with water in the loft is supposed to have caused the conflagration.

The warehouse of the Herriman Stephens Co. at Mount Vernon, Ind., containing 5,000 bushels of wheat and ten or twelve car loads of wagons and farm machinery, was destroyed by a fire caused by sparks from a passing locomotive. The loss is \$25,000, partially covered by insurance.

The elevator of R. E. Jones at Maiden Rock, Wis., was destroyed by a fire on March 16, together with much other property. There were 35,000 bushels of wheat in the building at the time, bringing the loss up to \$40,000. The fire was probably caused by sparks from a passing locomotive.

The private elevator at Knoke, Iowa, owned by John Knoke, was recently destroyed by fire, together with 6,000 bushels of grain. The loss on the grain is covered by insurance but the loss on the building will be about double the amount of insurance carried. The cause of the fire is not known.

The back fire from the gasoline engine in the elevator at Hastings, Iowa, belonging to Turner Brothers recently ignited oil about the floor, causing the destruction of the house. The loss amounts to \$4,500 with insurance for half the amount. A larger elevator will be constructed at once.

The Rock Island Elevator at Council Bluffs, Iowa, was recently destroyed by a fire of unknown origin, together with seven empty box cars. The elevator was built of wood and was vacant, as all the machinery had been removed preparatory to rebuilding. The loss amounts to \$15,000 with \$7,500 insurance.

The west side of the plant of the Davenport Grain Drying Co. at Davenport, Iowa, was seriously damaged by fire March 16 and two carloads of grain completely destroyed. The cause of the fire is unknown. A loss of about \$3,000 was incurred, which is entirely covered by insurance. The plant is being rebuilt.

A fire, which started from a spark from a locomotive, recently destroyed the St. Anthony & Dakota Elevator at Stiles, N. D. About 6,000 bushels of grain were stored in the elevator making the total loss about \$10,000. On the night previous to the disastrous blaze a small fire had been extinguished by a train crew and passengers.

OBITUARY

B. C. Wright, who represented C. L. Dougherty & Co. in Boston, Mass., for many years, died March 16.

Richard L. Sullivan, a veteran grain dealer, of Mt. Vernon, Ind., died recently in his home at that place after a brief illness. Mr. Sullivan is survived by three children.

Henry E. Kahn, president of the National Rice Milling Co., and a member of the New Orleans Board of Trade, died recently at the age of 51, following an operation for appendicitis.

Richard Sylvester, at one time partner in the house of Walter Comstock & Co., and later a representative of Ware-Leland on the New Orleans Cotton Exchange, died recently in Chicago. He was 46 years old.

A Imerson McIlvaine, a member of the Produce Exchange in New York City in the seventies, died March 29, at his home in East Orange, N. J., at the age of 75. Mr. McIlvaine was broker for Daniel Jones & Co. and Alexander B. Orr.

Abraham Schwartz, a well-known grain broker, of New Orleans, La., dropped dead in his office recently. Mr. Schwartz was 65 years old. His death was due to heart trouble from which he had been suffering for some time.

Edward L. Brewster, founder of the brokerage house of Wrenn & Brewster, of Chicago, died recently at St. Luke's Hospital. He was at one time in the wholesale grocery business. Deceased is survived by his wife, one son, and one daughter.

E. F. Rose, for many years an employe of the Board of Trade in Chicago, died recently at his home in this city. Mr. Rose became a member of the Board of Trade in 1864, paying only \$25 for his membership and retired fifteen years ago on account of ill health. Deceased is survived by wife and three sons.

Thomas Morgan, a wholesale grain merchant, with elevators in Long Island City and Wallabout Market, N. Y., died March 7, at the age of 72, from general debility. Mr. Morgan was born in Wales, coming to New York when a young man. He was one of the early members on the New York Produce Exchange. Deceased is survived by his wife.

M. C. Mitchell, a veteran operator on the Board of Trade in Chicago, died March 21, at his winter home in Eustis, Fla., at the age of 51. He was born in Cazenovia, N. Y., but came to Chicago early in life, becoming bookkeeper in a wool house. Later he held a position with a grain and provision firm until he became an individual trader. Mr. Mitchell is survived by his wife and one brother.

William W. Hunter, a member of the Chicago Board of Trade for thirty-six years, died at his home in Lordsburg, Cal., recently, at the age of 60, from an attack of gastritis. Mr. Hunter retired from the Board about a year ago, purchasing an orange grove in California. He was a member of the Union League, Kenwood and South Shore clubs in Chicago. Deceased is survived by a wife and one son.

Isaac Newton Wilson, at various times engaged in the grain business in Chicago and Geneseo, Ill., died recently at the latter place, following a stroke of paralysis. Mr. Wilson was born in Washington County, N. Y., on May 7, 1824, but after completing his education, went to Geneseo in 1854. For a time he was engaged in the buying of grain for a Chicago firm but later went on a farm. A few years after that Mr. Wilson formed a partnership with James McBroom and engaged in the grain business at Geneseo until 1895. Deceased is survived by three children, his wife having died in 1886.

The elevator of the Lyons Milling & Elevator Co. at Lyons, Ind., operated by George Topping, burned a short time ago, causing a loss of \$25,000 partly covered by insurance. The building was constructed of wood.

The steamers I. K. Harbin and Grand on March 13 unloaded rough rice at Memphis from Arkansas, being the first cargoes of that cereal ever shipped to that city. A company was recently organized in Memphis with capital of \$80,000 to build and operate a rice mill.

Lake navigation for grain and ore carriers will begin, ice conditions permitting, after April 15. Insurance on hulls can now be placed at the season rate. Chicago grain carriers say that the outlook for the iron ore trade is poor, which means a lean season in prospect for the carriers.

A fire which was started in a pile of box car grain doors by a locomotive, damaged the grain cleaning house of the Kasota Elevator Company at Kasota, Minn., to the extent of between \$10,000 and \$15,000. The principal loss was in barley damaged by smoke and water. Four cars loaded with clean barley ready for shipment as well as some empty cars were burned.

ASSOCIATIONS

July 21-22. Sixth Annual Convention of the New York State Hay Dealers' Association at Syracuse, N. Y. Headquarters, The Onondaga.

July 25-26-27. Eighteenth Annual Convention of the National Hay Association at Niagara Falls, N. Y. Headquarters, International Hotel.

The annual meeting of the Indiana Grain Dealers' Association will be held at Indianapolis, in the Board of Trade Assembly Hall on June 15 and 16.

The Grain and Hay Salesmen's Association of Cincinnati was organized on March 10 with a membership of twenty-six. The following officers were elected: President, Wm. Klein; vice-president, W. J. Perin; treasurer, J. H. Fedders; secretary, Thos. O'Neil; directors, Chas. H. Granger, Louis Klein, E. J. Skidmore, J. H. Gilbert and Frank Butz.

Sec'y S. W. Strong reports the following new members of the Illinois Grain Dealers' Association: Allendale Mill and Elevator Co., Allendale; H. I. Baldwin & Co., brokers, Champaign; Bon. B. Bishop, broker, Sheldon; Bernet, Craft & Kauffman Milling Co., Mt. Carmel; French & French, Goldengate; B. French & Sons, Belmont; Willis E. Sheldon, broker, Jackson, Mich.; Schultz & Mump, Keensburg, Ill.; Paul Van Leunen & Co., Cincinnati, Ohio.

One of the immediate results of the New England Grain Dealers' Association annual meeting was the organization of the grain dealers, members of the Boston Chamber of Commerce, which includes the wholesale grain, hay, flour and feed dealers, to be called the Grain Trade Board. These gentlemen are all tenants of the Chamber of Commerce building, and use the trading floor of the building for the transaction of their business. The New England Association will merge with the new organization.

TEXAS ASSOCIATION ARBITRATION.

The arbitration committee of the Texas Grain Dealers' Association met at Fort Worth on March 17 with a docket that included the largest single claim ever before the committee, the amount involved being \$2,500. The committee is T. M. Sleeper of Waxahachie, chairman; A. D. Crouch of Temple, and Bert K. Smith of Fort Worth. Five states were represented by claimants, Texas, California, Oklahoma, Kansas and Missouri. Since the formation of the arbitration committee suits between members of the Texas Grain Dealers' Association have become so rare that there are practically none and suits between this and other grain dealers' associations have much decreased in number.

OHIO ANNUAL MEETING.

At a meeting of the Governing Board of the Ohio Grain Dealers' Association, held at Piqua on March 16, the time and place for the regular annual meeting was considered; and unless for sufficient reasons that may develop later, the thirty-second annual meeting of that association will be held at Cedar Point on Wednesday and Thursday, June 21 and 22, 1911. The members of the board were unanimously of the opinion that they should make this meeting more of a social affair than heretofore, devoting the afternoon and evening of both days for entertainment and pleasure, and to use every possible effort to secure a large attendance of the ladies and children of the members' families. Further notice of the meeting with full details of the program will be given in due time.

A meeting of Indiana dealers was held at Evansville on March 26 to consider, among other things, the early establishment of a freight claim department, through which claims on account of transportation may be handled. The officers are negotiating with the railroads for a friendly basis on which to conduct this department.

INDIANA CLAIMS DEPARTMENT.

Sec'y C. B. Riley of the Indiana Grain Dealers' Association has sent on to members the following (Circular No. 3) relating to the claims department of the Indiana Grain Dealers' Association:

1st. Members having claims on account of transportation, will first file the same with this Department where they shall be audited and, if correct, docketed and presented to the Claims Department of the Railroad Company and payment demanded, or passed to the attorney of the Association for further investigation and collection.

2nd. The Association and its attorney shall, unless special arrangements are otherwise made, be entitled to the following fees for collection of claims when submitted:

Collected without suit—on any sum up to \$300, 10%; on excess, \$300 to \$1,000, 5%; minimum fee, \$1.00. Collected with suit—on any sum up to \$1,000, 10%; on any sum over \$1,000, 5%; minimum fee, \$10.

If claimant is not a member of the Association, 33 1/3% in excess of the above schedule of fees shall be charged.

3rd. For trials in the lower courts a charge of

\$25 per day will be made account of attorney's fees, which will be credited on the resultant fee that may be earned by a collection obtained by any other suit, and in case of suit, litigants shall pay such court costs as may be ordered and furnish necessary bond when required by the court, but no suit shall be instituted in name of claimant when objected to by him.

4th. When claims are settled direct between the claimant and the carrier, after being presented to this department, the fees shall be paid the same as if the Association or its attorney had actually collected the same.

5th. In consideration of the prompt, systematic and valuable service to be performed, all claims are to be submitted to this department before being submitted to the defendant carrier; and claims that are first presented by claimants to and rejected by the carriers will not be received for collection under the terms and conditions of this contract.

Blanks furnished upon receipt of information as to nature of claims.

MEETING AT BLOOMINGTON.

A meeting of dealers of Bloomington and vicinity was held at Bloomington, Ill., on April 6. Mr. Probasco of Bloomington presided.

The discussion of the evening was on the moisture tester, Mr. W. L. Shellabarger of Decatur, leading. He opposed the dictum of the tester as a decisive factor of corn grading and offered several interesting experiments that might result in practice to show that the tester was incapable of rendering an exact verdict as to the moisture content of a given car of corn from which a test sample might be taken.

Mr. Geo. Hubbard of Mt. Pulaski, who buys grain at three several stations of the basis of the moisture tester's showing, defended the tester as a useful adjunct to the grain buyer's facilities.

The discussion was free and exhaustive; and at its conclusion the meeting adopted a resolution addressed to the Railroad and Warehouse Commission of Illinois, stating their objection to the moisture test as a determining factor on the grading of corn.

Information was also given the dealers present, who may not have known the fact, that the Illinois State Factory Inspectors are now examining grain elevators as well as mills to see that they conform to the Illinois law as regards safety appliances and safe construction.

NEW ENGLAND GRAIN DEALERS.

The sixth annual dinner of the New England Grain Dealers' Association given in Boston on March 31, developed a lively political discussion between Senator Clapp of Minnesota and Mayor Fitzgerald of Boston, the Association's guests.

Senator Clapp spoke on some of the state political topics now uppermost in the public mind—the election of senators by direct vote of the people, which he advocated, and the referendum and the recall of municipal officers, both of which also he approved. He said that "the time has come when we must have either government by the special interests or government by the people. If it be by the people," he said, "it is absolutely necessary to have the reforms above mentioned in order to give the people the power to get the laws they are entitled to have, as legislative bodies will not pass them till the people have power to compel them." He gave many instances of his experiences in the U. S. Senate to show how representatives of great corporations control legislation there against the interests of the people at large; and he declared that according to the enemies of Senator Beveridge he would have been re-elected to the Senate by a majority of 100,000 votes, instead of being defeated as he was last fall, had the people been given the opportunity to vote directly for him.

Mayor Fitzgerald entered while Senator Clapp was speaking, and was introduced immediately after the Senator had concluded. He at once antagonized the Senator's views. He began upon the possible evils of the recall. He said that George Washington was accused of being a coward, a liar and a drunkard, and might have been recalled from leadership of the army. Abraham Lincoln was once denied an audience in Boston. The recall should be limited, said the mayor. He then spoke of the referendum in Boston on Plan No. 1 and Plan No. 2, saying that many citizens who wished to vote for parts of each plan were unable to do so. Senator Clapp arose and disputed with the mayor.

Matters then took their natural course until the mayor was describing the difficulties he had in trying to pass a bill while he was in Congress to add two months' extra pay to the soldiers who fought in the Philippines. When he said that the Republican "progressives" had refused him an audience in the Senate, Senator Clapp again arose and observed that the men who were in the Senate at that time were now no longer there.

Mayor Fitzgerald then turned to a presentment of the transportation needs of New England and the very pressing need of the harbor and railroads of Boston.

BARLEY and MALT

Barley specialists are talking \$1.25 for malting grades before the season is over.

Barley reached \$1.09 at Minneapolis on March 29, being the highest price recorded in that market since 1873.

At Chicago the price on the same day reached \$1.14, the highest price reached in that market since 1886, when a corner pushed the price up to \$1.24.

The latest figures on the Canadian West barley crop of 1910 show that Manitoba produced 13,826,000 bus.; Saskatchewan 3,598,000 bus.; Alberta 3,956,000, a grand total of 21,380,000 bus., against 31,348,000 bus. in 1909 when the area under the crop was 1,500 acres greater than in 1910.

The Crop Improvement Committee of the Council of North American Grain Exchanges has issued a comprehensive circular entitled "How to Raise More and Better Barley." It is compiled from Bulletins issued by the agricultural colleges of the barley-growing states, and is addressed more particularly to the farmers. Copies in any reasonable number for distribution can be obtained from the Secretary of the Committee, Mr. Bert Ball, care Board of Trade.

It is claimed by the Winnipeg Tribune that over \$8,000,000 is lost to Canadian farmers in a single year on the barley through the steep duty going into the United States. No. 3 grade sold in Minneapolis on a given day for 95 cents; while the price at Fort William was 55 cents for the same grade. One of the incontrovertible arguments in favor of reciprocity. It must come, says the Tribune. The same authority says: "The exact difference in price between Fort William and Minneapolis yesterday, on exactly the same grade of barley, was 40 cents per bushel. Today there is a slight drop in the Fort William price. On last year's barley crop in Western Canada, the difference in price, in round figures, between Minneapolis quotations and Fort William quotations would be not less than \$8,000,000. And yet some people tell the farmers of all Canada that reciprocity is not to their interest."—*Montreal Trade Bulletin*.

WHERE HAS IT GONE?

What has become of all the barley the Government reports told us about—162,277,000 bushels? asks Wm. H. Prinz in the U. S. Brewers' Review for April. They also told us that it was above the average in quality. Both statements went wrong. We did not have a crop of 125,000,000; and in regard to quality, of course some of it is better than last year, but the bulk of it was feed barley, and much of that of the shoe-peg variety, which is practically worthless. This can be easily seen by the Government's own statement about the farm value, which on February 1, 1911, was 64.02c per bushel, and on March 1, 63c per bushel, a loss of 1.02c per bushel in one month; which shows that the farmer has marketed his malting barley and what remains is mostly feed, and that is why the farm price for barley declines, and the market price for malting barley goes higher.

For years the Government claimed that we raised about 135,000,000 bushels of barley, and it did not vary 10,000,000 bushels in ten years. All at once some one got busy and boosted the 1906 crop to 178,960,000 bushels, nearly 50,000,000 bushels more than before. These are government figures, and anyone that doubts this statement I would be pleased to refer to the Year Book of the Department of Agriculture for 1906, where he will find it on page 568. Well, we all know what happened. Barley went up in price, and many maltsters who contracted for future delivery of malt, lost lots of money, and it was clearly shown that the barley never was raised. Our barley crop, as well as other cereals, has always been overestimated, in acreage, bushels per acre, and total yield.

BARLEY AND RECIPROCITY.

Let us analyze how it is going to affect the brewing industry, or, in other words, give us cheaper barley and malt. As far as the farmer is concerned, in all other cereals except barley, I don't see where he can lose, as Liverpool sets its price and practically the world's price, and that cannot and will not be changed, at least for years to come. So, if the farmer can make more money raising other cereals than barley, he will quit barley raising; and many of them say now, if this reciprocity treaty goes through they will not raise any barley this season. If this is the case, I cannot see where we are going to get cheaper barley or malt,—if we do not raise more barley. Canada is short on barley, and the few malt houses they have there have a hard time to pick up enough barley for malting purposes to keep running themselves.

I cannot see where it is going to make much difference to the farmer on either side, or the maltster, or the brewing trade in general. It will simply equalize and balance itself in a short time. That section of Canada which used to raise the fine old Canadian barley, raises very little of it now. The

farmers, like our Lake Shore and Eastern barley raising farmers, have gone into the dairy business and other more profitable crops than barley; and even the high prices in the last few years have not induced them to return to barley raising. In the great northwest of Canada they only raise barley to clear the land for wheat raising. The barley they raise is mostly feed barley and not malting barley, and some of our maltsters would be very much surprised if they should try to malt some of this barley.

The one thing I do not like in this controversy is that it will stop improvement in barley culture, and this is what I have been working for for years. Our farmers will say, "What is the use of doing anything to improve barley raising? Let us first see how this reciprocity is going to work out." And they are perfectly justified in taking this stand.—W. H. Prinz in *Am. Brewers' Review*.

RECIPROCITY AND MALTING IN BUFFALO.

Buffalo was formerly the chief center in the production of malt, drawing its barley from New York, Pennsylvania, Ohio and Michigan, and from Eastern Ontario until the prohibitive tax of thirty cents per bushel was imposed in 1890. Thereafter the manufacture of malt in this city and vicinity rapidly declined while plants were erected at Chicago, Milwaukee, Manitowoc and other interior points in close proximity to the barley growing sections of Wisconsin, Minnesota and in more recent years of North and South Dakota and Iowa.

Prior to 1880, the average annual production of barley aggregated approximately 47,000,000 bushels and was chiefly consumed by the malting plants. From 1880 to 1890, the average crop aggregated approximately 63,000,000 bushels, in addition to which from 7,000,000 to 10,000,000 bushels were imported chiefly from Canada. During the next ten years the average crop aggregated 70,000,000 bushels. In the last decade our average crop of barley aggregated 146,000,000 bushels.

The consumption of barley for malting purposes has not increased proportionately with the increase of the yearly crop, for in 1910, with a crop of 59,000,000, about 66% was used for malting purposes, whereas in 1910, with a crop of 162,000,000 bushels—over twice that—only 38% approximately was consumed by malt manufacturers. Barley has been found by American farmers to be an exceedingly profitable cereal for feeding purposes, consequently grades suitable for malting purposes are becoming scarcer each year.

As the increased production of barley grown in the Western states named, it is not strange that approximately 80% of the malt is manufactured by the Western plants, with Chicago and Milwaukee as the centers, while only 20% is manufactured by the East with Buffalo as a center. That the industry was not entirely annihilated is largely due to Buffalo's geographical location and its water and rail transportation facilities, by which the raw material can be received by lake and its manufactured product shipped by rail to Eastern markets, which still consume at least 50% of the total malt produced.

The prohibition against Canadian barley was a serious blow to the Eastern maltster and particularly to Buffalo. Those concerns that continued and are still in existence operated their plants under most adverse conditions, while owners of plants who were compelled to cease operation suffered severe financial losses. The production of malt at Buffalo continued unimportant until 1905, when there was a tendency to revive the industry in this city, as evidenced by the erection of several large malting plants.

The consummation of the proposed agreement with Canada will enable the malting plants to again secure a portion of their supply of barley from Eastern Ontario, which by reason of its climate and soil produces a very superior quality of malting barley. The admission of Canadian barley will also stimulate the growing of this cereal in New York and tributary states, which are capable of producing a grade that can be blended advantageously with the higher grade of Canadian barley, and thus in a large measure reinstate the conditions that were found to be so favorable to the manufacture of malt thirty years ago as to make Buffalo once again an important malting center.

While I do not fully coincide with the views of the gentleman who represented the Western interests before the Ways and Means Committee of the House in opposition to the ill ratifying the proposed agreement, and am inclined to the opinion he exaggerates the benefits that will accrue to this community, nevertheless he stated: "I can assure the gentlemen that if we had had any intimation or divination that it would be proposed to enact a reciprocity agreement, such as the one under consideration, we would never have built our houses anywhere except Buffalo."

That Buffalo will receive many benefits and greatly expand its trade and industry there can be no doubt; but our country is too expansive and its requirements too varied for one section to profit at the expense of another.—C. H. McLaughlin in "The Live Wire," Buffalo.

PERSONAL

Paul Meyer will engage in the grain business at Madison, S. D.

Bert Eubank is now buying grain for the new firm at Kumler, Ill.

E. C. Ostrander has taken charge of an elevator at Brookings, Minn.

Eugene H. Dullum is manager of the elevator at St. Bonifacius, Minn.

S. M. Bray has become manager of the Union Elevator Co. at Memphis, Tenn.

W. M. Holton will re-engage in the grain buying business at New England, N. D.

Mr. Rock has succeeded Mr. Murwell at the Trans-Mississippi Elevator in Boone, Neb.

J. M. Stark has succeeded Frank Sutter at the Lockwood Elevator at Kelley, Iowa.

John Potter, of Litchville, will have charge of the Farmers' Elevator at Verona, N. D.

W. W. Petheram has become grain buyer for the Occident Elevator Co. at Kenmore, Minn.

E. B. Kromminga has become manager of the Farmers' Elevator at St. Anthony, Iowa.

N. C. Jensen, of Benson, now has charge of the Cargill Elevator at Brown Valley, Minn.

"Uncle Joe" Estes has succeeded Barney Estes in the Duncan, Hodnett Grain Co. at Atlanta, Ga.

Martin Jacobs is now manager of the elevator at Brisbane, N. D., which was recently opened.

Squire L. G. Shipley has taken a position with the Rymer Brothers, grain dealers of Cleveland, Ohio.

J. A. Long has resigned his position as superintendent of the Farmers' Grain Co., of Pierce, Nebr.

Howard Woosley has taken charge of Mr. Supple's elevator and grain business at Gillum, Ill., succeeding Mr. Nace.

John Renfrew intends to enter into partnership with his brother, Wilbert, in the grain business at Brattleboro, Vt.

P. P. Shaw has been engaged as manager for the coming season by the Farmers' Elevator Co., of Parkston, S. D.

Floyd Shaffer has taken the position of head bookkeeper with the Crabbs-Reynolds-Taylor Grain Co., of LaFayette, Ind.

Charles Woodruff will take charge of the Farmers' Elevator at Bennington, Kan., as W. B. Washburn has resigned.

Ralph Van Tassel has been appointed agent for the Imperial Elevator of Kent, Minn., and took charge on April 1.

Henry Stauffacker, of Blackwell, Okla., has been appointed state grain inspector for Oklahoma, to succeed J. A. Smith.

P. A. Dykstra, of Windsor, N. D., has succeeded R. D. Robertson as manager of the Powers Elevator Co. at Marion, N. D.

Otto Johnson has accepted the position of grain buyer for the Northwestern Elevator Co. at Ihlen, Minn., succeeding A. S. Larson.

E. C. Hawkins, formerly in the brokerage business at Nashville, Tenn., is now with the Neil & Shofner Grain Co. of that place.

Frank Todt has become manager of the Raymond Farmers' Grain Co., at Raymond, Ill., succeeding James A. Bradley, who recently resigned.

Ed. Eliason has resigned his position as manager of the Updike Grain Co. at Swideburg, Nebr., and has been succeeded by his brother Hjalmar.

Rufus Godfrey has been promoted to the position of grain inspector in the grain department of the firm of Van Dusen Harrington at Minneapolis, Minn.

Albert Gutekunst has taken a position in the elevator at Drayton, N. D., as the elevator at Crookston, Minn., which he was running, has been shut down for the season.

Captain Frank Sherwood, a trader for the Armour Grain Co., of Chicago, has been called upon by the War Department to spend several weeks with the regular army in Texas.

E. H. Cooper has severed his connections with the Neola Elevator at Davis Junction, Ill. Mr. Cooper has had charge of the business of the company for the past year.

John Stutzelberg, who has been manager of the Thorpe Elevator at Thorpe, Minn., since the resignation of Art Steinmetz, has resigned and gone to his home near Raymond, Minn.

H. C. Hanson, formerly wheat buyer at the Andrews Grain Elevator at Brandon, Man., will take charge of the elevator at New York Mills, Minn., which will be built this summer.

Joseph Chapman, general manager of the Fairport Warehouse & Elevator Co., at Painesville, Ohio, has resigned and has been succeeded by Grant W. Taylor, agent of the Baltimore & Ohio Railroad

Co., who will hold both positions. Mr. Chapman is 80 years old.

J. E. Glammon, of Jewell, Iowa, succeeds Hy Knester as manager of the Farmers' Elevator at Melvin, Iowa.

Earl Pike has resigned his position as manager at the Dauberman Elevator at Mansfield, Ill., and has taken a position with the Mutual Grain Co., of Indianapolis, Ind.

Edward Higgins, formerly vice-president of the Armour Grain Co. for many years, has purchased a country home in Wales at a cost of \$100,000 and will spend six months out of every year there as he has practically retired from business.

N. H. Keith, formerly with the Empire Grain Co. at Wichita, Kan., and more recently manager for the Waxahachie Mill & Elevator Co. of Waxahachie, Texas, has purchased the interest of E. R. & D. C. Kolp and will open a grain office at Wichita.

Peter Nielson, who has been manager of the Lake Wilson Farmers' Elevator Co., of Lake Wilson, Minn., has accepted a similar position in an elevator at Ruthton, Minn. Elmer Anderson is taking his place at Lake Wilson until his year expires.

C. F. Jacobson, who has been in charge of the Glenwood Farmers' Elevator Co., of Glenwood, Minn., since September, has resigned to accept a like position with a new company at Farwell and will be succeeded by Alfred Gandrud, formerly with the Atlantic Elevator.

CONTROLLING FIRE LOSS.

An explanation of the fact that fire losses in the United States are about ten times what they are in Germany, can be found in the much greater responsibility for fires fixed upon tenants, builders and owners of property abroad, says the Underwriters' Literary Bureau. An American gentleman, temporarily living in Berlin, was awakened by smoke and found that a fire originated in a room over him was eating its way through the ceiling of his dining room. The blaze was extinguished with chemical apparatus without any water damage and without needless destruction of walls and furniture.

Meantime a careful investigation was made by officials; and the next morning the man who turned in the alarm was sent for and taken before a fire-marshal having inquisitorial powers. The examination of all persons involved showed that the fire started in a hot coal which had dropped from a laundry stove in the attic and rolled upon an unprotected wooden floor. The tenant proved that the stove was an appointment of the building, provided by the landlord, and that it was neither his duty nor his privilege to change it. The landlord proved that he had recently purchased the building under the usual guarantee that all laws and ordinances had been complied with in its construction and appointment; that this stove had not been changed; and that his attention had not been called to any condition involving a fire risk. The builder from whom the owner purchased was then called for and had to admit that he was responsible for the setting of the stove as the police had found it, and that he had violated the law in neglecting to provide a suitable metallic hearth of the required kind and dimensions between it and the floor. This responsibility was then brought home to him by the assessment against him of the amount of the damage to the furniture and property of the tenants, together with the estimated cost to the city of responding to the alarm and extinguishing the fire, rounded out by an exemplary fine of 500 marks as a reminder that German laws are intended to be observed. The builder was not required to pay for the damage to the building, it being held that while the owner had not committed the violation of law which caused the fire, he had been neglectful in not discovering and correcting it, and for that reason should pay for his own repairs. The latter was informed that only the fact that he had owned the building for a short time saved him from a fine in addition.

Such laws and such enforcement explain the per capita fire loss of 30 cts. in Berlin and \$3 in Chicago. Americans are not yet ready for such restrictions, but pay for their independence in a fire waste of a quarter of a billion dollars a year, to say nothing of the loss of life and the high insurance rates made necessary by the existence of such conditions. If the person responsible for fire in this country was made to defray the cost of extinguishing the blaze, the criminal carelessness which now exists would be greatly reduced, as would the taxes necessary for the support of the fire departments.

The business men of Milwaukee will conduct a five days' trip in June to some forty cities in order to present the advantages of their city as a trade center. Members of the Crop Improvement Committee have been invited to accompany them.

CROP REPORTS

The condition of the Kentucky wheat crop for April is 95 per cent or 1 per cent higher than last April.

The crop outlook in North Dakota is good as the whole territory has been visited by either rain or snow within the last few weeks.

Minnesota has an outlook for a big crop this season as there has been sufficient precipitation leaving the ground in fine condition.

Throughout Idaho about 15 or 20 per cent of last season's wheat crop is in storage in the warehouses, practically all of it still remaining in the hands of the growers.

A banner wheat crop will probably be turned out by Indiana at the coming harvest time as the plants are healthy and the acreage is much larger than that of previous years.

The farmers in the vicinity of Coy, Ala., report the presence of an insect somewhat similar to the louse found on young cotton which is greatly injuring their crops of oats.

About 75 per cent of a normal wheat crop is expected in Texas this year. Some sections in the west of Texas are not so good but the outlook in the east is especially favorable.

From 30 to 50 per cent of a wheat crop is all Kansas can expect this year owing to unfavorable weather. In the western part of the state a dust storm recently did some damage.

The wheat condition in Ohio for this month is 84 as against 94 last December and 83 last April. There has been an unfavorable decline in the condition of wheat owing to weather conditions.

The wheat condition in Missouri for April is 91 per cent as compared with 67 per cent last April. The past winter, free from excessive cold and moisture and extreme changes, has been very favorable to the crop.

The Illinois Grain Dealers' report makes the winter wheat condition 88.6 with acreage 116.25 per cent. Only about 5.10 per cent of last year's crop remains to be shipped to market. The soil and conditions are excellent.

J. P. Harter, special Governmental demonstration agent for Tulsa County, Okla., reports that wheat is looking good and that almost 15 per cent more was sown this year than in any previous year. Corn will also have an increased acreage.

The corn crop in the country surrounding Crowley, La., far surpasses that of last year in regard to acreage. Last year's crop was a record breaker. Recent rains have not only saved the planted corn, but have enabled the farmers to proceed with planting.

Though the green bug is not prevalent in Oklahoma and the Southwest, still there is a report of quite an affection in the northeastern corner of Oklahoma, as the March weather with its rain has served to propagate the insect and has retarded the development of the minute bee which holds the bugs in check in normal weather.

According to the report of Clement, Curtis & Co., of Chicago, the conditions over the winter wheat belt are continuing favorable, with plenty of moisture, and though the prevailing cold weather is not harmful to the wheat still a continuation of it will no doubt retard the maturation of the crop in certain sections where the plant is backward in germination.

THE CROP REPORT.

The April Crop Report on small grain pointed to the largest crop of winter wheat on record in this country—an acreage of 34,485,000 with condition of 83.3, indicating a total yield of 509,915,000 bushels, topping the largest recorded winter wheat crop by 17,000,000 bushels. The following table shows the acreage, indicated yield and condition on April 1, 1911:

	Acres	Indicated Yield	Condition
New York	460,000	7,820,000	85.3
New Jersey	114,000	1,619,000	89
Pennsylvania	1,593,000	23,576,000	87
Delaware	124,000	1,350,000	84
Maryland	819,000	10,647,000	81
Virginia	820,000	9,020,000	85
West Virginia	421,000	4,613,000	85
North Carolina	706,000	6,988,000	89
South Carolina	511,000	4,854,000	87
Georgia	267,000	2,670,000	90
Ohio	2,117,000	35,566,000	84
Indiana	2,793,000	44,526,000	86
Illinois	2,318,000	35,930,000	82
Michigan	966,000	15,456,000	88
Wisconsin	76,000	1,663,000	85
Iowa	270,000	4,320,000	89
Missouri	2,251,000	36,691,000	91
Nebraska	2,850,000	46,455,000	86
Kansas	6,426,000	89,698,000	75
Kentucky	792,000	9,820,000	89
Tennessee	965,000	12,448,000	86

Alabama	151,000	1,510,000	91
Mississippi	10,000	94,000	86
Texas	1,334,000	16,944,000	85
Oklahoma	1,652,000	14,538,000	55
Arkansas	224,000	2,329,000	87
Montana	387,000	9,675,000	96
Wyoming	54,000	1,324,000	95
Colorado	137,000	3,521,000	92
Utah	174,000	4,298,000	95
Nevada	17,000	442,000	105
Idaho	392,000	10,349,000	98
Washington	752,000	15,266,000	97
Oregon	552,000	10,708,000	97
California	990,000	12,177,000	88

Total 34,485,000 509,915,000 83.3

The average condition of rye on April 1 was 89.3 per cent of a normal against 92.3 on April 1, 1910; 87.2 on April 1, 1909, and 90.2 the average condition for last ten years on April 1. The April percentage indicates a total rye crop in the United States of 34,350,000 bus. compared with 33,039,000 bus. raised last year.

[From Bulletin No. 199, B. P. I.]

METHODS OF EXAMINING CORN.*

In the examination of corn for deterioration two conditions must be considered: (1) The detection in otherwise sound corn of factors which render it liable to spoil at some future time, and (2) the detection of actual deterioration.

The detection of the former condition is very simple and consists of a determination of the moisture content, since excessive moisture content is believed to be the chief factor in causing corn to spoil. Schindler believes that whole corn to be safe should not contain when stored more than from 13 to 15 per cent of moisture. It is probable that in this country 15 per cent is too high a limit.

Thoroughly air-dried corn contains about 12 per cent. Corn with a much greater moisture content has either been harvested too soon, as is often necessary in cold, wet seasons, or it was shelled without adequate curing on the cob. Storage under conditions which do not protect it from the weather may, of course, increase the moisture content. Such corn is particularly liable, given a favorable opportunity, to heat and ferment.

For both whole corn and meal the drying test is the only reliable method of determining moisture and should always be applied in doubtful cases. However, for meal a different limit is required than for whole corn, since, given an equal moisture content, meal spoils more readily than whole corn. Schindler believes that 13½ per cent is the limit for meal; and that under ordinary conditions corn with a moisture content of 15 per cent will yield meal with a moisture content of 13½ per cent. For this country both limits are probably too high. The actual method of carrying out these moisture determinations is so well known that it need not be described here. For the details the reader is referred to the paper of Brown and Duvel.

It must, however, be pointed out that moist corn which is otherwise sound ought not to be condemned. Curing prior to storage should be insisted upon. Corn will then be in very excellent condition, fit for any use. It is perhaps worth while to point out in this connection that if growers and handlers of corn could be induced to dry corn adequately, this would result in a great addition to the wealth of the country, irrespective of any possible danger to the public health from the consumption of spoiled corn. This saving would be in at least three directions: (1) Much less good corn would deteriorate in transit and storage; (2) millions of gallons of water in the form of undesirable moisture in corn are transported annually from the corn belt; the cost of transportation of this water might be saved; (3) the germ in the corn kernel is a living thing. As long as it is not very dry it respires and gives off carbonic acid and water. Like all living things it uses up food in the process of respiration. The food it consumes is the material stored in the endosperm. It is clear that the more food the embryo respires away the less will be left for man. Now, it has been proved that the drier corn is the less it respires, until, as it approaches absolute dryness, respiration becomes minimal. It is evident, then, that moist corn must lose in food value in the course of time more than dry corn. It is impossible at present to say exactly what this loss amounts to, because data on the variation of respiration with moisture content do not exist. It is probably not great enough to affect seriously any single owner of corn, but it is quite probable that if it were possible to calculate it for the country as a whole it would amount to a very large sum indeed.

The method of detecting actual deterioration of whole corn differs from that for corn meal. The methods for each will therefore be considered separately.

*From U. S. Dept. of Agr., B. P. I., Bul. No. 199, entitled, "The Determination of the Deterioration of Maize, with Incidental Reference to Pellagra," by O. F. Black and C. L. Alsberg, chemical biologists, etc., issued Dec. 16, 1910.

EXAMINATION OF WHOLE CORN BY INSPECTION.

Good corn must be sufficiently dry, as has been discussed above. It must be mature. It should not contain many cracked, rifted, or broken kernels. The hull protects the kernel from the attacks of bacteria and fungi. If the hull is burst or the kernel broken, the grain is likely to become moldy. The rifts may be due to imperfect artificial drying or to the careless shelling of inadequately cured corn. However, care must be taken not to confuse rifts of this type with the small ones, which are entirely internal, due to shrinking of the horny layer. The latter do not penetrate the hull, and therefore are unobjectionable, because they do not give access to micro-organisms. They are due to artificial drying at too high a temperature or more frequently to drying very moist corn too rapidly. When grain is observed to be covered with white powder, it has probably been damaged by insects, the granary weevil (*Calandra granaria* L.), the rice weevil (*Calandra oryza* L.), the wolf moth (*Tinea granella* L.), the Angoumois grain moth (*Sitotroga cerealella* Ol.), or other insects. Injury by insects is of importance for the same reason that a burst hull is. By piercing the hulls insects open the way for fungi. Good corn should not contain many moldy or bad kernels. Schindler believes that a content of more than 5 per cent of them should not be allowed. This limit is probably a good one when the grain is examined in the laboratory in the careful way advised in this paper. When, however, the grain is examined in the usual way by the grain inspector, only the more seriously damaged kernels would be apt to be noticed, so that under these circumstances this limit is probably too high. Under these conditions 2 to 2.5 per cent of moldy or cob-rotten kernels is a safer limit.

The mold or bacterial growth may be either superficial, the fracture surfaces of broken kernels being attacked with particular frequency, or it may be in the interior when this has become accessible as the result of cracks, rifts or injury by insects. It is then almost always the embryo which is the site of the growth of micro-organisms, presumably because it presents the most favorable soil. Sometimes this growth is evident only as a faint, bluish-gray spot, barely perceptible through the hull covering the groove in which the embryo lies. It is easily overlooked by the inexperienced, and it is therefore wise to trim off with a small sharp-pointed knife the hull covering the groove of suspicious-looking kernels, when the sound or decayed condition of the embryo may be recognized by anyone. If the decay is more advanced, the embryo may appear distinctly bluish-green, and when the hull is removed it will be seen that the embryo has been more or less completely replaced by a bluish-green powder, the spores of the fungi. Such grain is often known as blue or black eyed corn. In extreme cases the entire surface of the kernels may be covered with this bluish-gray or greenish mold powder. This discoloration seems to be caused by members of the genus of molds known as *Penicillium*. Other molds will produce other shades of color. One sample of corn examined in the course of the present investigation was covered with a bronze-colored powder. Dr. Erwin F. Smith, of the Bureau of Plant Industry, who examined it, identified it as spores of *Aspergillus fumigatus*. Doctor Duvel in a personal communication states that he has not infrequently encountered corn spoiled in this way. It is stated that sometimes the embryo is colored reddish by *Micrococcus prodigiosus*. In deciding whether any given kernel is moldy or not, one must be careful not to be misled by the color of the tip cap, which is often naturally of a darker color than the rest of the kernel.

Corn which has heated in bulk may show the result of bacterial action rather than that of molds. It is often more or less irregularly discolored, showing lighter and darker blotches and streaks, more especially in the region of the embryo and toward the tip. These spots are colonies of micro-organisms which are not merely confined to the surface, but also invade the interior of the kernel. In extreme cases the heat developed may be so great that the corn becomes brown or black and charred.

Good corn, finally, should have the fragrance characteristic of good meal. Spoiled corn has sometimes a musty or a sour odor, which may be intensified by warming it slightly in some way, such as holding it for a few moments in the closed hand or by blowing the breath upon it. Good corn should have the characteristic, slightly sweet taste of good meal. Spoiled corn may lack this characteristic taste and is often bitter.

These are the external criteria by which corn may be judged in regard to its fitness for human food. Their practical application in examining corn will now be considered. The first point is to obtain a fair sample. As already indicated, samples should be taken from various parts of the mass of corn; from the top, the bottom, and different levels, between, and from the sides. The number of samples to be taken will depend upon the quantity of corn. Whether the odor be musty or sour or like the interior of a silo is noted as each sample is taken. The general appearance of each sample must be observed, for in dealing with large masses of grain different conditions may be met with in different regions of the mass. If this proves

to be the case, the different samples are best examined separately. Ordinarily, however, the various samples are thoroughly mixed and the sample for examination taken from the mixture at several different points. The moisture content is determined accurately.

The pile is then spread out in a thin layer and the corn examined to see whether it is of characteristic bright, shiny appearance or whether the kernels are dull, blotched, discolored, with colored embryo indicative of heating and fermentation, or whether they are pale and shriveled, sometimes indicative of immaturity. The presence of many rifted, broken, or cracked kernels, or of much foreign matter, such as weed seeds or such debris as pieces of cob, is noted. While the latter are not in themselves necessarily harmful, they are hotbeds of molds which are liable under favorable conditions to infect the sound kernels. A large number of kernels are next examined, one by one, for insect injury, and with a sharp-pointed knife the hull is removed from the embryo to show whether its condition is good. By this superficial examination an idea is obtained of the number of spoiled kernels present, which if excessive must be determined.

To do this, small numbers of kernels from different parts of the sample as it lies spread out thin on the white paper are taken until there are at least 500 kernels. These are spread out on white paper and each kernel examined individually, the good being put in one pile and the bad in another. When all have been examined each pile is weighed and the percentage of spoiled kernels computed. This should not exceed 5 per cent.

BIOLOGICAL EXAMINATION.

The biological examination of corn was first proposed by Selavo. It is based on the fact that the chief point of attack for micro-organisms is the embryo, or germ. If the action of the micro-organisms is enough to kill the germ, the kernel loses its power to germinate. The best seed corn germinates as high as 97 per cent and over. The method of determining germination is very simple. For details the reader is referred to the paper of Hartley. It is only necessary to add that at least 100 kernels should be tested. No tests were made upon commercial grades of corn in the work here reported, and therefore a standard can not be fixed. The Italian Government has fixed as a limit a germinating power of 80 per cent, while Ori protests that this limit is too low. He advocates a limit of 90 per cent. This test, simple and excellent though it be, is not universally applicable. If perfectly sound but moist grain be dried at too high a temperature, the germinating power may be destroyed though the grain be of excellent quality. This is not likely to happen in the United States, for the driers do not ordinarily work at a sufficiently high temperature. Indeed, it is stated in a personal communication by Doctor Duvel, of the Office of Grain Standardization of the Bureau of Plant Industry, that he has known moist corn to gain in germinating power by being passed through a drier. Furthermore, if corn of very high germinating power were mixed with spoiled corn of very low germinating power, this admixture might escape detection though it exceeded 5 per cent, because the germinating power might still exceed 90 per cent.

It may be well, apropos of the dependence of the biological test upon the sound condition of the embryo, or germ, to point out the importance of the germ in determining the quality of the manufactured meal. As already indicated, the germ is the chief site of attack by micro-organisms. By removing the germ from corn that has not been too badly spoiled the greater part of the micro-organisms and their products will be removed. If the statements of European investigators concerning the toxicity of spoiled corn are to be believed, it follows that degerminated spoiled corn is less toxic than it was before the removal of the germ. Indeed, it has been shown that in the process of milling the more unwholesome material goes into the poorer grades of meal, which contain the starchy part of the endosperm lying next to the germ, and also into the germ, which in this country is used for the manufacture of corn oil and stock feed. Moreover, the high oil content of the germ renders meal from whole corn less desirable than that from degerminated corn, since the oil is likely to become rancid. These are the reasons why in the foregoing part of this paper the advice was offered that meal from degerminated corn should have preference over that from whole corn. These considerations also render it likely that lye hominy is a wholesome form of corn, for the treatment with lye not only removes the hulls and germ but destroys micro-organisms. The method of determining whether meal has been made from whole or degerminated corn will be given later in discussing the chemical methods of examination.

The methods hitherto presented, namely, the determination of acidity, moisture, and germinating power, and the examination by inspection, are adequate for the examination of whole corn. Only the first two are, however, applicable to meal. These are chemical methods, and chemical methods are relied on mainly in dealing with meal.

The CO-OPERATIVES

The Atwood Grain & Coal Co., Atwood, Ill., has been dissolved.

The Farmers' Elevator Co. at Athens, Ia., earned 16 per cent last year.

The Farmers' Co-operative Grain Co. at Garner, Ia., declared an 8% dividend for last year.

The Farmers' Co-operative Elevator Co. of Ida Grove, Ia., reported a profit of 16% on last year's business.

The Farmers' Warehouse Association at Cyrus, Minn., has been considering the problem of securing more shareholders or of dissolving the company.

The Farmers' Elevator Co. of Galva, Ill., has absorbed the co-operative companies at Bishop Hill and Nekoma, adding 147 shareholders and increasing the stock from \$15,000 to \$20,000. The three companies last year are said to have handled about a million bushels of grain.

The Farmers' Elevator Co. of Bantry, N. D., has been closed and subpoenas have been served on different shareholders by the creditors of the concern who are suing the shareholders individually for the company's shortage, which is reported to be in the neighborhood of \$23,000.

The Equity Terminal Elevator Co. has finally been chartered with capital of \$50,000. It is proposed to erect a terminal elevator in Superior at once. The company was organized at Fargo, N. D., on March 23, with the following officers: President, J. M. Anderson, Fargo; vice-president, Bert Cole, Campbell, Minn.; secretary, F. H. Squires, Fargo. The headquarters will be in Fargo.

The Ferny Farmers' Elevator Co. of Ferny, S. D., will be re-organized and stock to the extent of the cash value of the property will be issued in order to get more farmers among the stockholders. The company will pay 10 per cent on the stock and the surplus will be apportioned to the stockholders according to the amount of wheat each hauls to the company. It is planned to either buy or build an elevator at James.

A committee from the Farmers' Unions of Oregon, Washington and Idaho, visited Portland, Ore., on March 18. The committee is making an examination of the Pacific Northwest ports with a view to selecting a site for a waterfront warehouse, or to buy a warehouse already built, through which the Farmers' Unions may be able to ship wheat should it be found advantageous to the farmers to deal directly with the buyer instead of through the middlemen. L. C. Crow of Pullman, president of the Farmers' Union of the state of Washington; P. W. Cox of Colfax, W. B. Davis of Lind, W. W. Harrah and Mr. Rosenberg of Pendleton, A. A. Elmore, who represents the Union in Portland, and Alac Strachan of Dufur, are the members of the party.

As the Saskatchewan Grain Growers' Association has practical control of the Saskatchewan Co-operative Elevator Co., authorized and subsidized (by loans) by the provincial government, the directors of the Association on March 28 met at Regina and elected officers for the Saskatchewan Co-operative Elevator Company, at the meeting as follows: J. A. Maharg, president; F. W. Green, vice-president; T. A. Dunning, secretary-treasurer. It was decided further to canvass the province in the interests of reciprocity; also to educate the farmers as to the terms of the elevator bill, and to ascertain what places were willing to take up the elevator scheme. Four meetings had already been held in different sections of the province. The directors of the Elevator Company changed the headquarters from Regina to Moose Jaw.

Our Junior Editor has the Mumps. Fred C. King is the unfortunate. He is no piker. He has them strong on both sides of his face. We hope they will not spread and embarrass the unowned heads of future generations.—C. A. King & Co. Letter. Let us hope with Editor King. If they should follow wheat's behavior in March the fate of future generations might indeed be uncertain.

The Western roads have announced, in reference to the deduction for so-called natural shrinkage made by the carriers in the adjustment of claims for loss on wheat, flax seed, rye, oats and barley car lots one-eighth of 1 per cent and corn car lots one-quarter of 1 per cent, that effective April 1, 1911, (except the Illinois Central and Chicago & Eastern Illinois, which will cancel the rule shortly after April 1, as per Supplement 5 to Western Trunk Lines Circular No. 1-E), they will discontinue such deduction.

The William G. Suffern Grain Co. of Turpin and Decatur, Ill., recently filed a complaint with the Interstate Commerce Commission charging that the Illinois Central and several other railroads in Illinois are discriminating against Decatur in handling grain. It is alleged that grain dealers in other cities can purchase grain and after it has been in their elevators for as long as six months, the railroad will haul it to its final destination at the original through rate.

The Ellis Drier Co.

The SUCCESSFUL INSTALLATION

of a drying plant depends in great part on its design. The best drier in the world can be so cramped and the handling facilities so crippled owing to improper arrangement that the machine will fail absolutely to respond to the work placed upon it. We believe we possess methods of design and arrangement such as no others in the business, and if you intend installing a drying plant, at least get our ideas.

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Chicago

U. S. A.

LATE PATENTS

Issued on March 7, 1911.

Weighing Apparatus (Relssue).—Horatio B. Osgood, Springfield, Ohio, assignor, by mesne assignments, to the Winters-Coleman Scale Company, Springfield, Ohio. Original application filed December 6, 1906. Renewed August 30, 1907. Serial No. 390,826. Original No. 885,698, dated April 21, 1908. Reissue No. 13,216. Filed March 16, 1910. See cut.

Issued on March 14, 1911.

Seed Testing Cabinet.—Burton H. Adams and Walter C. Adams, DeCorah, Iowa. Filed September 22, 1908. No. 986,426. See cut.

Grain Car Door.—James M. Rush, Neosho, Mo., assignor of one-half to Jay B. Wagon, Neosho, Mo. Filed April 20, 1910. No. 986,646.

Grain Door.—John Oliver, Westbourne, Man. Filed May 14, 1910. No. 986,746.

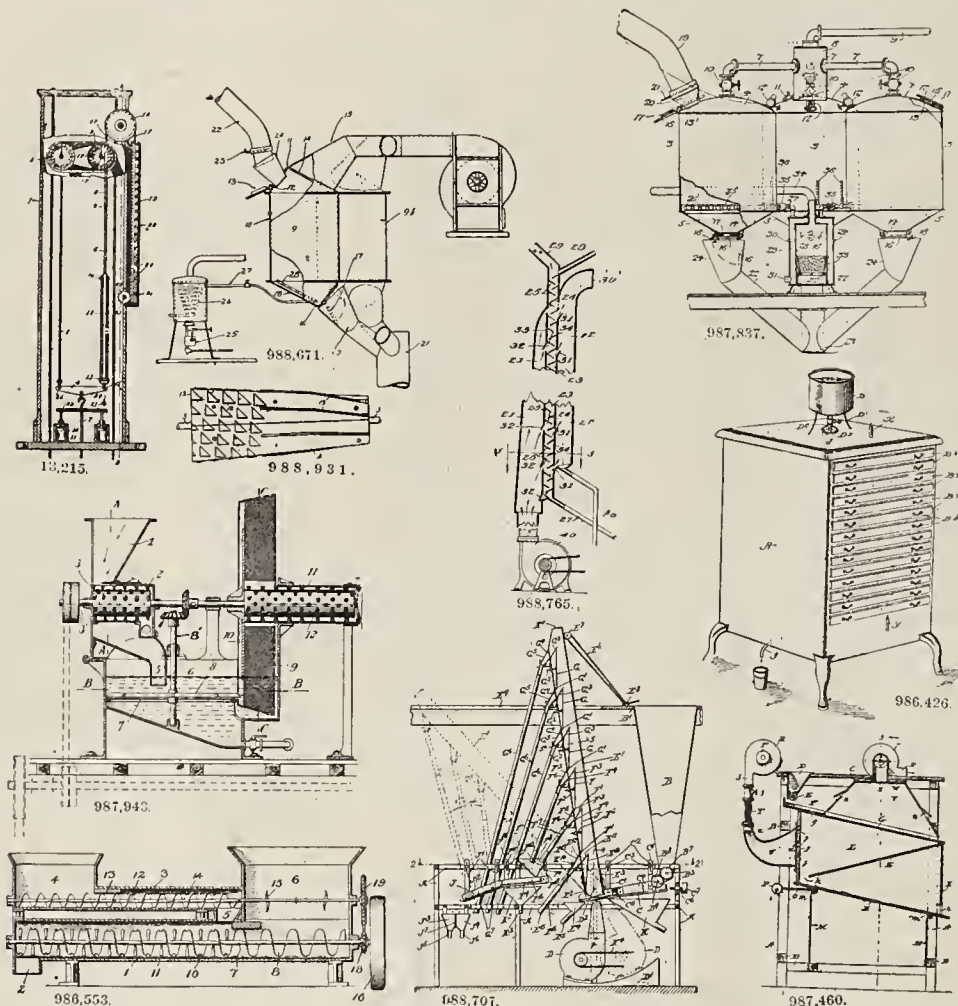
Feed Mixer.—Frank I. Derby, Gaston, Ala. Filed May 28, 1910. No. 986,553. See cut.

Magnetic Separator.—Alvin Dings, Milwaukee, Wis., assignor to Dings Electro Magnetic Separator

Report on April 10, J. T. Zahm & Co., Toledo, say: "Just why the department has changed the time, we don't know. The Crop Report Committee of the Grain Dealers' National Association (of which our Mr. Mayer is chairman) has fought for reports coming after the close of market (to give all an equal chance). For several months the reports have been issued at that time, but evidently protests have been made."

RUSSIAN AGRICULTURE.

The impression generally prevails that, although Russia is most generously favored by nature, little progress is being made in agriculture, writes Con. Gen. Snodgrass from Moscow, in a recent official report. As an illustration of the interest that is being manifested along these lines, and as indicative of the progressive policy that has been adopted and is now being pursued, it may be cited that the Imperial Agricultural Museum, in its endeavor to popularize the study of agricultural subjects, has for the last few years conducted gratis, at the museum in St. Petersburg, a series of systematic read-



Company, Milwaukee, Wis. Filed March 6, 1907. No. 986,554.

Issued on March 21, 1911.

Belt Conveyor Pulley.—Edwin H. Messiter, Brooklyn, N. Y. Filed April 4, 1910. No. 987,157.

Wheat Separating Machine.—Nicholas L. Heldman, Carmi, Ill. Filed September 17, 1910. No. 987,460. See cut.

Issued on March 28, 1911.

Apparatus for Cleaning and Damping Grain.—Adolf Beck and Eduard Angermüller, Coburg, Germany. Original application filed October 28, 1908. Serial No. 459,926. Divided and this application filed November 22, 1909. No. 987,943. See cut.

Apparatus for Drying Grain.—Gray Staunton, Chicago, Ill., assignor to William S. Potwin, Chicago, Ill. Filed April 13, 1908. Serial No. 426,723. Renewed August 26, 1910. No. 987,837. See cut.

Issued on April 4, 1910.

Cleaning and Separating Machine.—Axel T. Hedfeldt, Chicago, Ill., assignor to Hedfeldt Company, Chicago, Ill. Filed May 4, 1903. No. 988,707. See cut.

Apparatus for Drying Grain.—Gray Staunton, Evanston, Ill. Filed October 19, 1908. No. 988,671. See cut.

Grain Purifier.—Charles W. Franklin, Leipsic, Ohio. Filed July 9, 1908. No. 988,765. See cut.

Hopper.—Frank R. McCune, St. Louis, Mo., assignor of one-half to George S. Cornell, St. Louis, Mo. Filed December 20, 1909. No. 988,482.

Pneumatic Separator.—Robert Moodie, Rayleigh, England. Filed February 3, 1910. No. 988,486.

Rice Hulling Machine.—Albert B. Couch, Houston, Texas. Filed February 18, 1909. No. 988,931. See cut.

Of the return to a before-closing hour (11 a. m. Chicago time) for publishing the Government Crop

ings on agriculture for the benefit of anyone interested. In addition to this course, popular lectures are delivered and special readings conducted for men in the lower ranks of the army. In the experimental department of the museum the taking apart and putting together of various machinery is demonstrated by trained mechanics. Agricultural machinery in motion is also demonstrated and the use of agricultural implements is explained; experiments are also made with all classes of farm machinery, such as locomobiles, winnowers, sorters, and the like. In separate departments are demonstrated the fertilization of the fish spawn and the development of the chicken in the incubator.

The attendance at these lectures has been interruptedly increasing from year to year. In 1906 it was 5,093, and in 1907 it reached 17,808, in 1908, 32,442, and in 1909, 60,346. The lectures are delivered in the evening from 7 to 9, and on Sunday from 2 to 3 p. m. The practical work and excursions are conducted by prearrangements between the lecturers and the students, such as trips to exhibitions and farms in the suburbs, and even to stockyards and slaughterhouses. Likewise the special classes pass through practically everything pertaining to plant culture, stock raising, poultry raising, bee culture and dairy farming, with all that pertains to the latter, such as butter and cheese making.

In the first half of the present scholastic season, beginning in October, the courses of the systematic lectures will embrace the following academic subjects: Elementary chemistry, elementary anatomy, physiology of plants, improvement and cultivation of the soil, agricultural meteorology, agricultural economy, seeds, agricultural implements, cattle raising, swine raising, etc.

On Sundays it is intended to conduct popular public readings and lectures on a variety of agricultural subjects.

IN THE COURTS

Foreclosure proceedings have been brought against the Hogg Elevator at Drayton, N. D., much to the discomfort of those farmers having grain stored there.

The \$6,000,000 suit brought against James A. Patten by Dr. Paul Burmaster, president of the Chicago Anti-Gambling League, for alleged gambling transactions has been discontinued.

Two men were recently caught stealing grain from the storerooms of the Standard Hay & Grain Co. in Cincinnati, Ohio. They confessed that they had taken sacks of grain at regular intervals and had sold them at a figure below the current price.

The case against the Thunder Bay Elevator Co., of Port Arthur, Ont., charged with mixing grains, was recently dismissed in the police court. The persecution was instituted by C. C. Castle, Warehouse Commissioner, on behalf of the Dominion government.

The business of Woodlock, Brennan & Co. of Chelsea, Mass., has been placed in the hands of Joseph W. Lund, as receiver. The firm, consisting of Edward J. Woodlock and William B. Brennan, recently went into voluntary bankruptcy as its liabilities are \$15,126 and its assets \$12,959.

Seven indictments have been returned against J. L. Walker and R. A. Walker who constitute the firm of the Walker Grain Co., by the grand jury at Fort Worth, Texas, charging forgery and theft in connection with the changing of weights on car reports and the taking of wheat from cars.

A suit for an injunction has been begun by Finley Barrel & Co., Chicago brokers, to restrain Thomas J. Cannon from disposing of his privilege of membership on the Board of Trade. It is alleged by Barrel & Co. that the membership was purchased by them for Cannon and is therefore their property.

Sherman R. Norris is charged with swindling patrons of the Minnesota Grain Indemnity Co., of Minneapolis, now bankrupt, as he paid no interest or dividends on stock purchased, but used the money which some stockholders paid for their stock to pay fake dividends to other stockholders demanding interest. He is charged with grand larceny in the second degree.

More light was thrown recently on the methods employed by the Durant & Elmore Grain Co. of Albany, N. Y., and Chicago. Edwin A. Elmore, of Chicago, vice president, and director of the company admitted on the witness stand that the company's Chicago office was under the nominal management of his wife and that he had been carrying on a general grain business for several years while drawing a salary of \$5,000 from the Durant & Elmore Co. Casper I. Beck, who now holds the position with the Delaware & Hudson Railroad, formerly held by Henry C. Palmer before he became freight agent, testified to frauds in connection with the shipments of grain. Mr. Palmer is now under indictment on a charge of assisting Gibson Oliver in manipulating bills of lading at that time. W. L. Brooks, a former employe in the office of the Durant & Elmore Co. stated that the accounts of the company were not very carefully kept. An attempt will be made to hold Mr. Elmore for a part of the debts and to take over the business nominally held by his wife.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

FOR SALE.

Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 bushels annually. Good locations. Prices very reasonable. Address,

JAMES M. MAGUIRE, Campus, Ill.

CHOICE MILLING PROPERTY FOR SALE.

One of the finest milling and grain shipping properties in fine grain section of Nebraska for sale, either as a property or a controlling interest in same. Address

M. C., Box 4, care of American Elevator & Grain Trade, Chicago, Ill.

ELEVATORS AND MILLS

ELEVATOR IN CORN BELT FOR SALE.

Elevator in corn belt for sale. Easy terms. Address

COON BROS., Rantoul, Ill.

LINE OF COUNTRY ELEVATORS FOR SALE.

Line of 22 country elevators for sale, all located in good territories, 15 in Minnesota and 7 in North Dakota. Will sell as a line or singly. An excellent proposition. Address

ELEVATORS, Box 3, Care American Elevator & Grain Trade, Chicago, Ill.

TO INVESTORS.

\$100,000 new issue of capital stock of the Albion Milling Co., is offered for sale by single shares or in large blocks. It is purposed to increase the flouring and grain business. A fine property in a good grain section, and has been profitable to investors. Address,

ALBION MILLING CO., Albion, Nebr.

ELEVATOR NEAR CANADIAN LINE FOR SALE.

Elevator in Bottineau County, N. D., near Canadian boundary, for sale. Reciprocity will make a splendid market. Two hundred and ten acres for sale with elevator; farm buildings are forty rods from the elevator. An ideal opportunity for an industrious investor. Address

NORTH DAKOTA, Box 4, Care American Elevator & Grain Trade, Chicago, Ill.

OHIO ELEVATOR FOR SALE.

A 6,000-bushel Ohio elevator for sale. Has good trade; is located on T. & O. C. Ry., in as good a farming section as there is in Ohio. Everything new and up-to-date; 12-h.p. St. Marys Engine, No. 4 Monitor Cleaner, 1,000-bushel Avery Automatic Scale. Good coal trade, no competition. Also handles hay, flour and mill feed. Price, \$3,500. Address

BOX 51, Climax, Ohio.

FINE INDIANA ELEVATOR FOR SALE.

A 14,000-bushel grain elevator for sale. Gasoline power, corn cribs attached, also hay barn 60x80 feet equipped for handling loose and baled hay. Located at New Haven, Ind. Place in first class condition and doing a nice business. Will sell to a reliable party on a basis of \$1,000 cash, balance \$50 per month. This place can be made to pay for itself and a handsome profit besides. Address

THE RAYMOND P. LIPE CO., Toledo, Ohio.

OFFICIAL NOTICE.

Notice is hereby given that the undersigned will receive sealed bids up to Tuesday, April 18, 1911, on the mill building and mill machinery therein contained, owned by the City of Stoughton. It is desired that each bidder submit two separate bids as follows: first on the machinery alone, second on the mill building and machinery together. The Common Council reserves the right to reject any and all bids.

The mill is an approximately 200 barrel mill; the machinery is the Allis-Chalmers manufacture and is practically as good as new. The property offered for sale does not include motive power.

L. C. CURRIER, City Clerk, Stoughton, Wis.

MACHINERY

ENGINES FOR SALE.

Gasoline engines for sale; 5, 7, 10, 20, 30 and 45 horsepower.

TEMPLE PUMP CO., 15th Place, Chicago, Ill.

STEEL ELEVATOR BOOT TANKS FOR SALE.

Five large steel elevator boot tanks for sale. Good condition, water tight, low price. Address

R. E. JONES CO., Wabasha, Minn.

CORN SHELTER FOR SALE.

Marseilles Corn Shelter for sale. Absolutely new; never installed. Address

J. B. HORTON & CO., Memphis, Tenn.

GASOLINE ENGINE FOR SALE.

One 34 H. P. Miami Gas or Gasoline Engine for sale. In good running order.

ORVILLE SIMPSON CO., Cincinnati, Ohio.

GAS ENGINES FOR SALE.

We offer a 56-12-25 and 50 H. P. Fairbanks-Morse engine for quick sale. Have also a 30 H. P. McVicker and many other sizes and styles. State your requirements.

GAS POWER ENGINEERING CO., Milwaukee, Wis.

SECOND HAND GAS ENGINES FOR SALE.

Second hand gas engines for sale: one 75-H. P., one 60-H. P., two 50-H. P., one 35-H. P., one 3-H. P., all Pierce-Crouch engines; one 35-H. P. Otto; one 35-H. P. Fenner; one 45-H. P. two-cylinder Walrath; one 85-H. P. three-cylinder Walrath. All for sale cheap to quick buyer. Address,

HAZEL-ATLAS GLASS CO., Wheeling, W. Va.

REBUILT MACHINERY FOR SALE.

FEED MILLS—7x14 Richmond, 9x14 Allis, 9x24 Barrard & Leaz, all two pair high; 7x14 Richmond, 9x18 Noye, 9x18 Smith, 9x18 Nordyke & Marmon, 9x24 Alfree, 9x30 Wolf, all three pair high; No. O Willford, three roll two reduction, and many others.

ATTRITION MILLS—19-inch, 24-inch and 26-inch Focs, 30-inch American.

ROLLER MILLS—All sizes, 6x12 inch to 9x30 inch in all standard makes.

BUHR MILLS—Portable, iron or wood frame, all sizes.

Dust Collectors, Corn Shellers, Reels, Purifiers, Scourers, Separators, Belting, Pulleys, Shafting, Elevator Supplies.

Write for "Gump Bargains," giving complete list of all machinery in stock.

B. F. GUMP CO., 431-437 S. Clinton St., Chicago, Ill.

SCALES

SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

HELP WANTED

COMPETENT MAN WANTED.

A competent man wanted, one thoroughly familiar with the manufacture of Rolled Oats and Corn goods. Give reference and salary expected. Address

M. Box 4, care of American Elevator & Grain Trade, Chicago, Ill.

MEN WANTED.

One or two reliable and experienced men are wanted to run country elevators in Kansas. None but men of experience and with first-class references need apply. Address

A. B. C., Box 3, care American Elevator & Grain Trade, Chicago, Ill.

World's Foodstuffs

You cannot comprehend the world's Wheat situation unless you read the Wagner World's Foodstuffs circulars. Exhaustive. Free. May 1911 Corn and May 1911 Oats circulars also sent to all inquiries.

E. W. WAGNER & CO.

GRAIN, PROVISIONS, STOCKS, COTTON
98-99-100 Board of Trade CHICAGO

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FINE MILL RENTING OPPORTUNITY.

I can rent you a dandy water power Plansifter, 40-barrel mill, near a town of 1,200. No better farms or farmers anywhere. Two houses with barns and some land. Mill running in good shape. Can make half your rent in chickens and hogs. Small capital required to finance the proposition. Write quick, with references. Address

F. B. NEAL, 249 Scott St., Warren, Ohio.

Grain and Seeds

SEEDS WANTED.

Clover, timothy, millet, Hungarian, red top and other field seeds wanted. Write for prices to

ILLINOIS SEED CO., Chicago, Ill.

FLOUR AND MILL FEEDS.

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products.

ANSTED & BURK CO., Springfield, Ohio.

SEEDS FOR SALE.

Kentucky grown orchard grass and Kentucky fancy blue grass, fancy and unhulled red top, ca. lots or less. Address

LOUISVILLE SEED CO., Louisville, Ky.

BUY AND SELL CLOVER SEED.

We buy and sell Clover Seed. If you have any to offer please send us samples. If you want to buy some let us know and we will submit samples and prices. Address

STOECKER SEED CO., Box 20, Peoria, Ill.



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CLOVER
ALSIKE
MILLET
HUNGARIAN
SEED AND FODDER
CORN, ETC.

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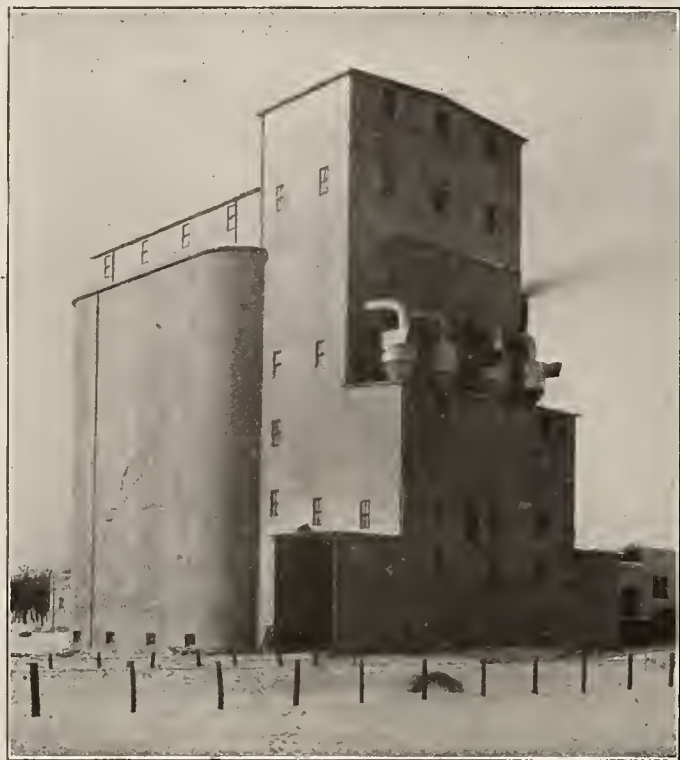
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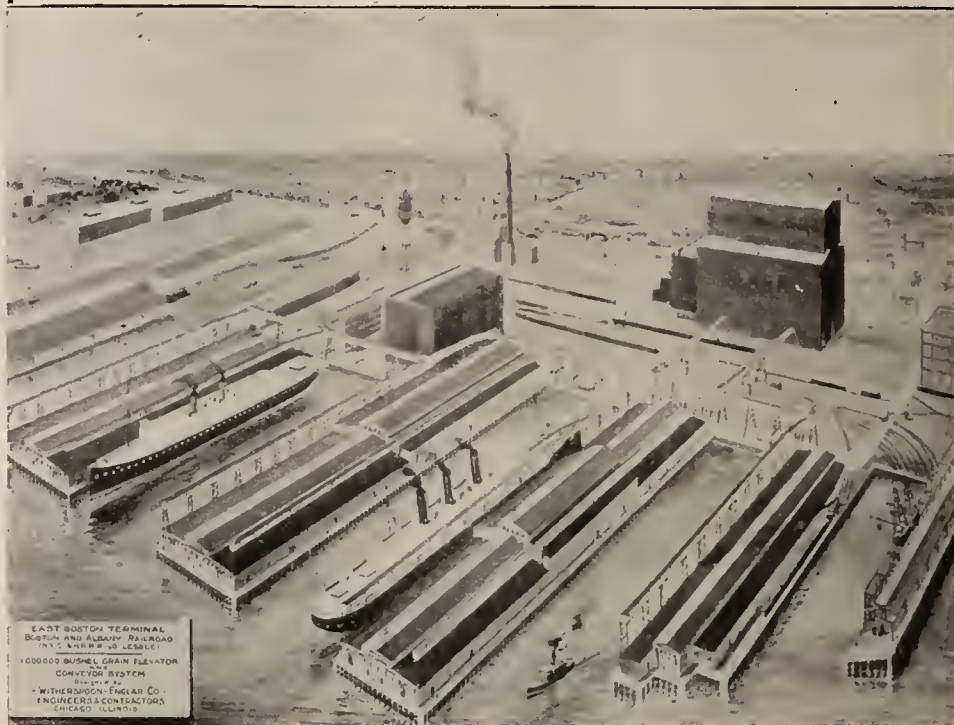
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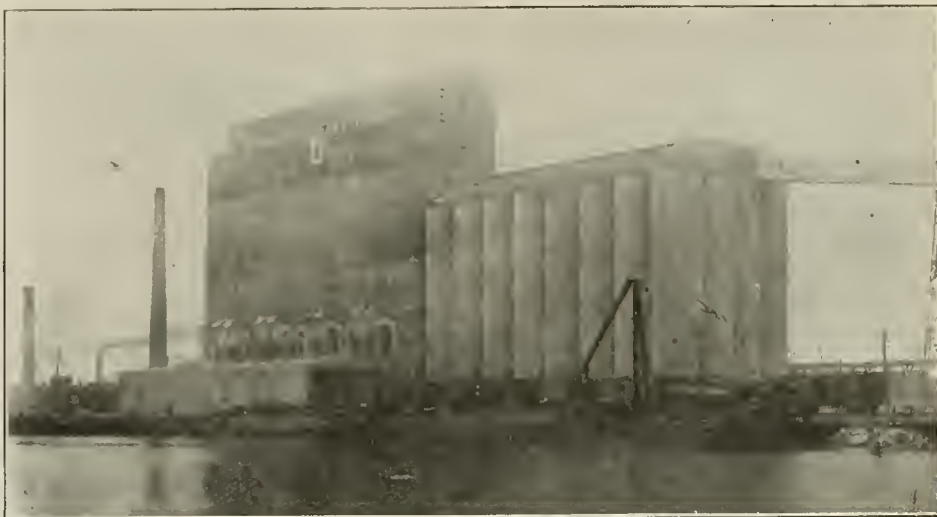


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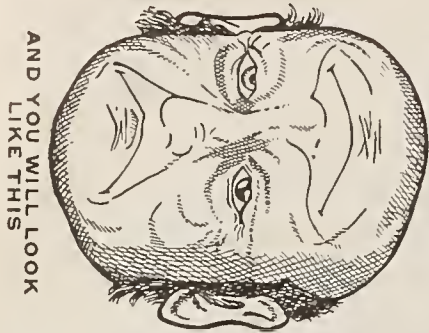
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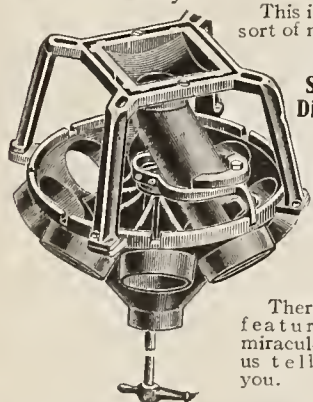
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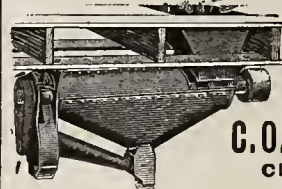
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Entirely under the drive-way floor and takes up no room.

Easily attached to a rail, platform or dump scale.

Has control of the dump from the time that the trigger is pulled and causes it to settle down easily and without the least jerk or jar.

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We design and build Labor Saving Machinery for Grain Elevators.

Elevator Buckets Shafting
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Want ads. In this paper bring results.
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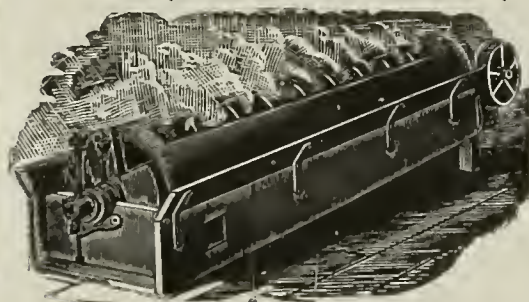
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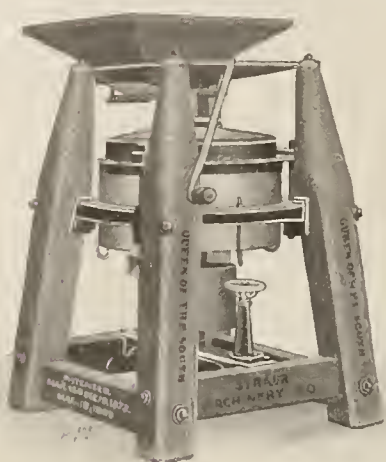
space occupied and practical overcoming of vibrations. Costs less to buy—less to run. Send for Catalogue.

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until you investigate "The Master Workman," a two-cylinder gasoline, kerosene or alcohol engine, superior to any one-cylinder engine; revolutionizing power. Its weight and bulk are half that of single-cylinder engines, with greater durability. Endorsed by the Board of Underwriters. Especially adapted for grain elevator work, owing to steady pull, quick and easy starting, small

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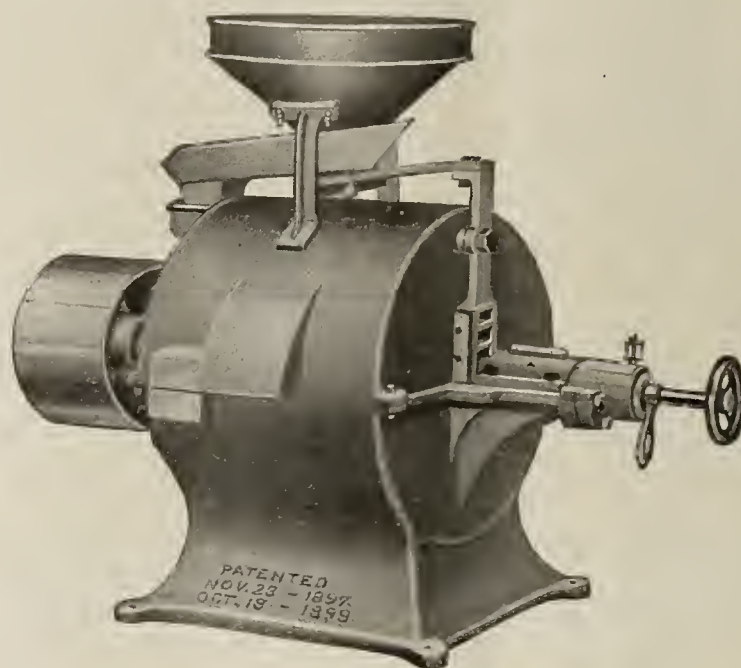
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is a Mill used extensively wherever grain is raised. Our sales are world wide and the continuous stream of orders for "Queen" Mills testify to its excellent qualities and popularity. Simple in Construction, Strong, Compact, Light Running; Grinds Cool, Rapid and Uniformly. All that could be asked by the most exacting. Made in both Pulley and geared styles. Sizes from 15" to 36" inclusive.

Our Celebrated "Export"

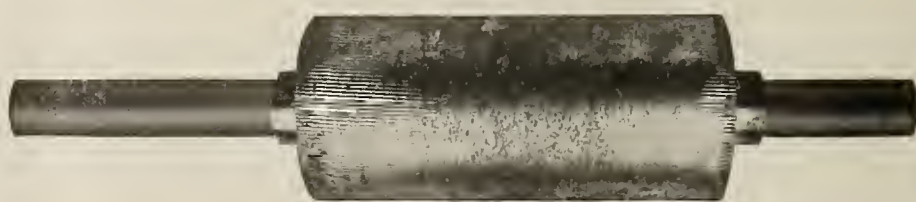
This mill was designed primarily for our export trade, and while our Foreign business has grown amazingly since its introduction, our home trade has seen the advantages in its strength and simplicity of construction and has been placing order after order for this Mill. Made in three sizes, 15", 18" and 24".

Stongly recommended for feed grinding and elevator work.

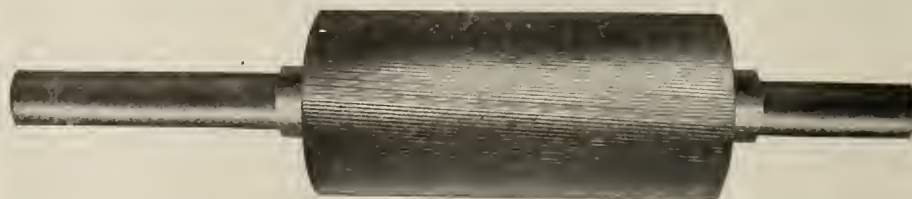


Do You Use a Roller Mill for Meal or Feed Grinding?

Is it in good shape? Or do its rolls look like this:



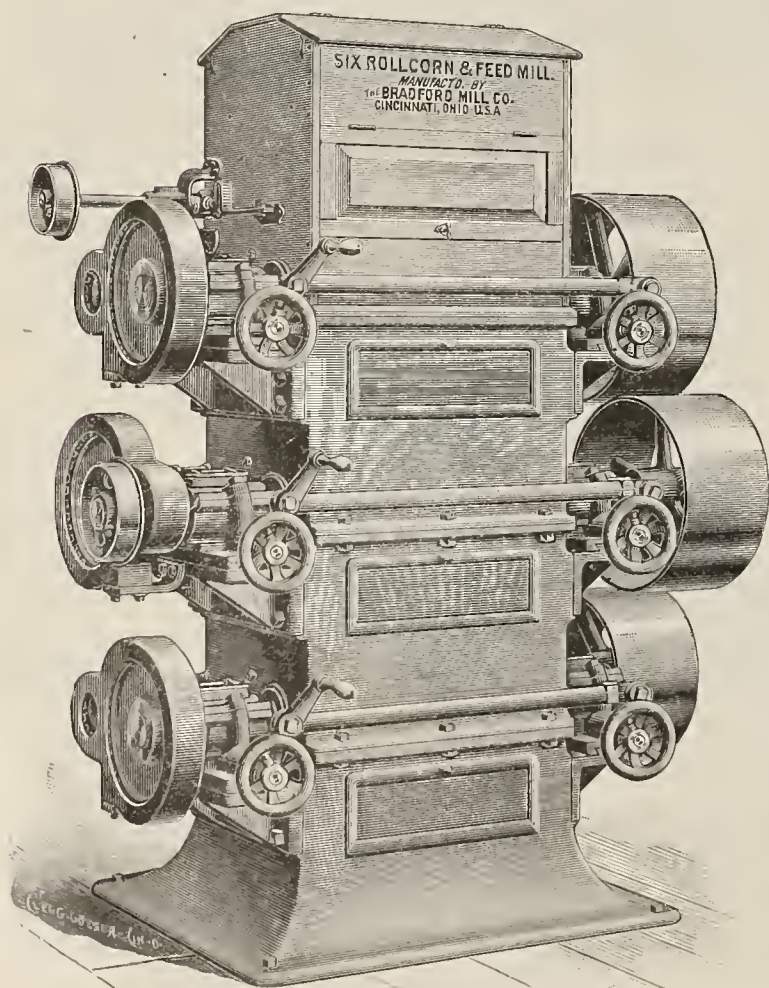
Rolls in the above condition mean a loss in meal or feed every day they run. Your rolls should look like this:



With our "Straub Special" corrugations they will do better work, more work and finer work than ever before.

We are corrugating rolls for many of the foremost plants in the country.

Let us do it for you.



Our Bradford Three High Mill.

This three high Mill has been such an unqualified success that changes from time to time have of necessity been of a minor nature. No better mill made. Made in four sizes.

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Successors to THE STRAUB MACHINERY CO.

CINCINNATI, OHIO

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Winnipeg, Man., January 8, 1907.

"Otto Gas Engine Works,
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Gentlemen:—All the Otto Gasoline Engines we purchased of you have given us the greatest satisfaction. Some of them have been running 5 to 6 years.

We have used other makes of Gasoline Engines—but have no hesitation in putting the Otto easily First. They need less repairs and use considerable less gasoline than the other makes, and in fact give us more general satisfaction all around.

We would at any time when buying give your engine general preference over any other make we know of. Thus we most sincerely commend the 'Otto.'

Yours truly,

THE WINNIPEG ELEVATOR CO., LTD.

(Signed) per JOHN LOVE, President.

P. S. We now have 57 'OTTO' Engines in use."

Results are what interest you a whole lot more than our claims, and such expressions as these from those who have used the Otto Gasoline Engine year in and year out, should remove all questions as to the advisability of your adopting the Otto in preference to any less known engine, from any less reliable house—and remember there are over 100,000 other Otto users just as well satisfied as the company above.

Write us for full particulars
now—before you forget, or
mail the attached coupon.



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3203 Walnut St., Philadelphia, Pa.

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Pittsburg
San Francisco

Gentlemen:—
Replying to your
ad in American
Elevator and Grain
Trade, April, send me
catalogs, etc., together
with approximate estimate
for installing an Otto Gas
(or Gasoline) Engine of... H P

To be used for.....

Name.....

Firm name.....

Address.....

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Capital	-	-	-	-	-	\$3,000,000.00
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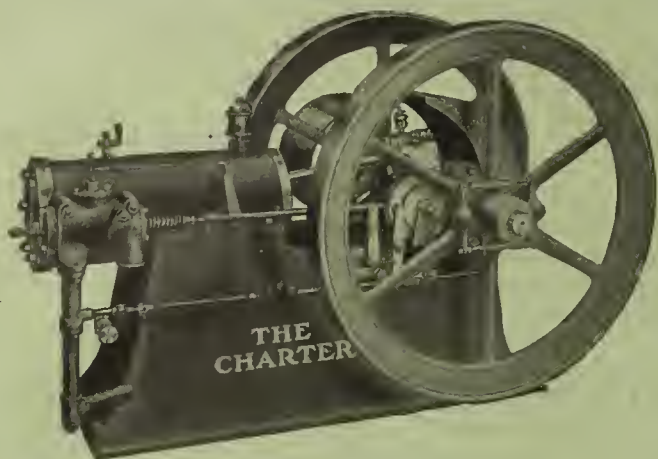
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GEORGETOWN, Ky., Feb. 15, 1911.

Charter Gas Engine Co., Sterling, Ill.

GENTLEMEN: I have been using a 35 H. P. Charter Gasoline Engine in my Seed Plant for 11 years with very little trouble and expense. It has been everything that I could expect of an engine, and if I were to buy another would be sure to get a Charter of the latest improvement. I am
Very truly yours,
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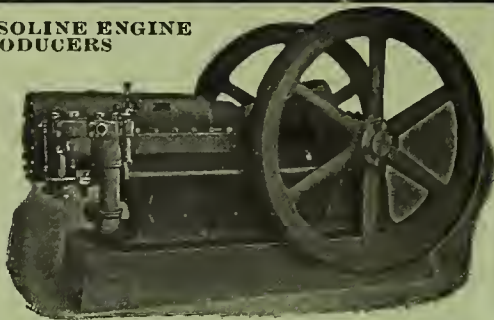
ORIGINAL GASOLINE ENGINE OF THE WORLD

100 H. P. and smaller for all kinds of work. Gasoline, Kerosene, Naphtha, Distillate, Gas, Fuel Oil (very economical)

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The WELLER line embraces specialties that represent an actual saving in time, labor and money, which will increase your facilities for handling materials rapidly and economically and will enable you to obtain the maximum service from your power plant. Write for complete information and our catalog.

Weller Mfg. Co., Chicago**WEBSTER Machinery****FOR HANDLING GRAIN**

Distributing Floor Grand Trunk Pacific Elevator, Fort William, Ont.

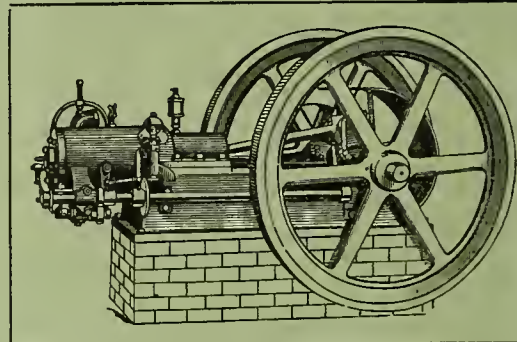
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Webster Machinery in your Elevator means High Efficiency and Low Cost.

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